

**ENVIRONMENTAL ASSESSMENT FOR
CONCOURSE AND TERMINAL PARKING EXPANSIONS
AT SARASOTA BRADENTON INTERNATIONAL AIRPORT (SRQ)**

DRAFT

PREPARED FOR:

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**Environmental Assessment for Concourse and Terminal Parking Expansions
at Sarasota Bradenton International Airport (SRQ)**

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ACRONYMS AND ABBREVIATIONS

ACS	American Community Survey
APE	Area of Potential Effect
APU	Auxiliary Power Unit
AST	Aboveground Storage Tank
BA	Biological Assessment
BMP	Best Management Practice
BSA	Biological Study Area
CAA	Clean Air Act
CBRS	Coastal Barrier Resources System
CBSA	Core Based Statistical Area
CFR	Code of Federal Regulations
CO	Carbon Monoxide
CO ₂ e	Carbon Dioxide Equivalent
CY	Cubic Yard
CZMA	Coastal Zone Management Act
dB	Decibels
dBA	A-weighted decibels
DBO	Date of Beneficial Occupancy
DNL	Day-Night Average Sound Level
DSA	Direct Study Area
EA	Environmental Assessment
EIS	Environmental Impact Statement
ERP	Environmental Resource Permit
ESA	Endangered Species Act
FAA	Federal Aviation Administration
F.A.C.	Florida Administrative Code
FCMP	Florida Coastal Management Program
FDACS	Florida Department of Agriculture and Consumer Services
FDEP	Florida Department of Environmental Protection
FDOT	Florida Department of Transportation
FIRM	Flood Insurance Rate Map
FLUCFCS	Florida Land Use, Cover, and Forms Classification System
FONSI	Finding of No Significant Impact
FPPA	Farmland Protection Policy Act
FWC	Florida Fish and Wildlife Conservation Commission
GA	General Aviation
GHG	Greenhouse Gas
GSA	Generalized Study Area
GSE	Ground Support Equipment
IPaC	Information, Planning, and Consultation
LOS	Level of Service
LWCF	Land and Water Conservation Fund
MSA	Metropolitan Statistical Area
NAAQS	National Ambient Air Quality Standards
NEPA	National Environmental Policy Act of 1969
NHPA	National Historic Preservation Act
NO ₂	Nitrogen Dioxide
NPL	National Priority List
NRHP	National Register of Historic Places

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NSS	Noise Sensitive Sites
O ₃	Ozone
Pb	Lead
PM ₁₀	Particulate Matter Equal to or Less Than 10 Micrometers in Diameter
PM _{2.5}	Particulate Matter Equal to or Less Than 2.5 Micrometers in Diameter
ppm	parts per million
QTA	Quick Turnaround
RCRA	Resource Conservation and Recovery Act
SF	Square Foot, or Square Feet
SHPO	State Historic Preservation Office
SMAA	Sarasota Manatee Airport Authority
SO ₂	Sulfur Dioxide
SPCCP	Spill Prevention Control and Countermeasures Plan
SQG	Small Quantity Generator
SRQ	Sarasota Bradenton International Airport
SSA	Socioeconomic Study Area
SWFWMD	Southwest Florida Water Management District
SWPPP	Stormwater Pollution Prevention Plan
SWUCA	Southern Water Use Caution Area
SY	Square Yard
TAF	Terminal Area Forecast
TOFA	Taxiway Object Free Area
UA	Urbanized Area
U.S.C.	U.S. Code
USEPA	U.S. Environmental Protection Agency
USFWS	U.S. Fish and Wildlife Service
VOC	Volatile Organic Compound
VSQG	Very Small Quantity Generator
WHA	Wildlife Hazard Assessment
WHMP	Wildlife Hazard Management Plan

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1.0 INTRODUCTION

The Sarasota Manatee Airport Authority (the “Airport Sponsor” or SMAA) proposes expansions to passenger terminal and parking facilities at Sarasota Bradenton International Airport (SRQ, or the Airport), referred to as the Proposed Action. This Environmental Assessment (EA) has been prepared because the Proposed Action is subject to environmental review under the National Environmental Policy Act (NEPA) of 1969, as amended. The Federal Aviation Administration (FAA) is the lead federal agency for this EA, which is being prepared in accordance with NEPA, FAA *Order 1050.1G, Environmental Impacts, Policies and Procedures*, and FAA *Order 5050.4B, National Environmental Policy Act Implementing Instructions for Airport Actions*. The purpose of the EA is to identify and consider the reasonably foreseeable environmental impacts associated with the Proposed Action.

1.1 AIRPORT DESCRIPTION

SRQ is a commercial service, small-hub airport owned and operated by SMAA. It is comprised of 1,222 acres of land within both Sarasota and Manatee counties, located on the north border of Sarasota County and the south border of Manatee County; within the City of Sarasota; and 5-miles south of the City of Bradenton. The main portion of airport property (**Appendix A, Figure 1**) is bordered on the north by Tallevast Road, on the south by University Parkway, on the west by U.S. Highway 41 and on the east by 15th Street East. Additional airport parcels extend beyond these roadways as depicted on **Appendix A, Figure 1**.

SRQ has two intersecting runways that are oriented in a crossing configuration. Runway 14-32 is the primary runway with a published length of 9,500 feet and a width of 150 feet. It has precision instrument approaches to both ends of the runway. Runway 4-22 is a crosswind, non-precision instrument runway with a published length of 5,006 feet and a width of 150 feet. Aircraft use a variety of taxiways to move between these runways and aircraft parking aprons. The layout of SRQ is depicted on **Appendix A, Figure 1**.

The passenger terminal is a three-story building containing approximately 353,000 square feet (SF) of space and has two concourses. Concourse A is a single-level facility with ground level passenger boarding to five gates. Concourse B is a two-level facility with passenger boarding bridges to 13 gates. Passenger airlines serving SRQ include Allegiant Air, American Airlines, Air Canada, Avelo Airlines, Breeze Airways, Delta Air Lines, Frontier Airlines, JetBlue Airways, Southwest Airlines, Sun Country Airlines, and United Airlines. SRQ also services general and business aviation, as well as industrial/manufacturing tenants.

Interstate 75 (I-75) provides access to points north and south of SRQ and is located 6.5 miles east of SRQ. Access to and from I-75 is provided via University Parkway. Airport Circle provides access from University Parkway to the terminal curbside, public parking lots, and rental car ready return lot. The passenger terminal can also be accessed from the west via U.S. 41/Tamiami Trail via General Spaatz Boulevard, which connects to Airport Circle. Multiple short- and long-term parking areas are designated for passengers, airport employees, and car rental operations.

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1.1.1 AIRCRAFT AND PASSENGER ACTIVITY AT SRQ

SRQ's passenger enplanement and aircraft operational levels used in this EA were obtained from a forecast prepared by the SMAA as well as the FAA's 2025 Terminal Area Forecast (TAF). The 2025 TAF generally projects a growth rate of 1.2 to 1.3 percent annually at SRQ over the next ten years. These growth rates do not reflect SRQ's recent growth when compared to enplaned passengers and commercial aircraft forecasts prepared by the SMAA.

As part of FAA's forecast review and approval process, FAA reviewed the SMAA forecasted enplanements and operations against the TAF and determined that differences were within allowable ranges, and that the differences were justified. FAA approved the SMAA forecast in August 2025. Using this independent enplanement forecast, the SMAA also updated their forecast of commercial aircraft operations through 2034. The aircraft forecast is based upon historical levels and growth trends of aircraft departures, seat occupancy, and load factor data through 2023.

Therefore, the SMAA's forecast of passenger enplanements and commercial aircraft operations is used for this EA. The TAF is used for General Aviation (GA) and military aircraft operations forecasted at SRQ. Because the forecasting analysis was completed in 2025 and required a full calendar year of operational data, 2024 was selected as the baseline year for the annual aircraft operations forecast. **Table 1** summarizes the existing and forecasted aircraft operations and passenger enplanements.

TABLE 1. ANNUAL AIRCRAFT OPERATIONS AND ENPLANEMENTS

Category	2024	2029	2034
Air Carrier/Commuter Aircraft	33,023	38,098	40,920
GA Aircraft	129,473	135,368	136,660
Military Aircraft	1,744	1,634	1,634
Total Aircraft Operations	164,240	175,100	179,214
Total Enplanements	2,130,759	2,704,038	3,008,824

Sources: (SMAA, 2024; SMAA and AECOM, 2025a; FAA, 2025b)

Of note, the SMAA-approved forecast approved by FAA is considered an "unconstrained" future scenario, meaning that it assumes that there would be no capacity or facility limitations in the future (e.g., lack of available gates or passenger processing facilities) that would impact passenger demand and activity levels.

1.2 DESCRIPTION OF THE PROPOSED ACTION

1.2.1 CONCOURSE EXPANSION

The Proposed Action includes construction of a two-level concourse from the existing ground-level portion of Concourse A to Concourse B (**Appendix A, Figure 2**). This project would construct four new aircraft gates, but would provide a net gain of three gates because it requires the elimination of existing Gate B1 in Concourse B. The expansion will include second-level boarding with passenger bridges as opposed to additional ground boarding gates.

The Proposed Action provides a Concourse A that closely matches the footprint originally proposed in the 2021 Master Plan Update. The project would also provide space to expand the currently undersized Concourse B passenger security screening checkpoint as well as provide space for additional concessions,

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restrooms, and passenger amenities. An important benefit of constructing Concourse A is that it will provide a direct connection for passengers arriving at the existing ground-level gates to reach baggage claim without having to walk through the existing ticket lobby. This will improve passenger convenience by eliminating crossing passenger flows and decrease ticket lobby congestion.

The proposed concourse consists of approximately 65,000 SF, comprised largely of circulation space and hold rooms (approximately 41,000 square feet), with remaining space allocated to restrooms, concessions, security checkpoints, and administrative/support areas.

1.2.2 TERMINAL PARKING EXPANSION

The Proposed Action includes a parking garage (**Appendix A, Figure 2**) identified as the preferred solution for accommodating growth of public and rental car parking. The Airport's parking requirements were comprehensively assessed in a Parking Master Plan conducted during 2023-2025. The plan identified a range of alternatives and recommended a preferred solution that includes a four-level garage located south of the passenger terminal across from the curbside roadway. The proposed garage will provide approximately 930 spaces per level.

A rental car customer facility is proposed between the terminal curb roadway and the north side of the proposed parking garage. This facility will accommodate rental car counters, offices, passenger queuing and circulation space as well as an elevator core. The facility will allow the removal of existing rental car facilities in the existing baggage claim hall thereby decreasing passenger congestion and improving passenger flows.

New roadways and ramps will be constructed in conjunction with the proposed parking garage to provide vehicular access to and from the garage for both rental cars and public vehicles. These roads will also allow for a new toll plaza and a recirculation route to the terminal.

1.3 TIMEFRAME FOR THE PROPOSED ACTION

Design services are expected to begin in 2026 followed by construction in 2027. The parking garage would likely reach the construction phase before the Concourse A expansion. For this analysis, the Date of Beneficial Occupancy (DBO) for Concourse A and parking facilities will be 2029 (and therefore the DBO plus 5 years will be 2034 for the purposes of environmental analysis in this EA), which is the soonest year the Concourse A expansion could be complete.

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2.0 PURPOSE AND NEED

This section describes the purpose of the Proposed Action and why it is needed, including any problems or shortfalls that would be alleviated by the Proposed Action. The purpose and need provide rationale and justification for the Proposed Action and informs the process of identifying and considering reasonable alternatives to the Proposed Action.

2.1 CONCOURSE EXPANSION

The purpose of the proposed concourse expansion is to meet airline operational demand for additional gates. The need for these gates is based on long-range gate requirements estimated using historical enplaned passenger data and forecasted passenger enplanements.

Table 2 presents estimated long-range gate requirements based on 140,000 annual passenger enplanements per gate. This level of enplanements per gate reflects an increase in the levels of enplanements observed from 2018 through 2021, but is lower than the level observed during 2022 and 2023 which led to overcrowding in Concourse B. This metric indicates approximately 20 gates will be required by 2029, while only 18 gates exist currently.

**TABLE 2. ESTIMATED LONG-RANGE GATE REQUIREMENTS USING ENPLANED PASSENGER PER
GATE**

Year	Passenger Enplanements	Annual Passenger Enplanements Per Gate	Gate Requirement
2024	2,247,092	140,000	17
2025	2,368,434		17
2026	2,496,329		18
2027	2,563,729		19
2028	2,632,949		19
2029	2,704,038		20
2030	2,777,047		20
2040	3,348,752		24
2050	4,002,770		29

Sources: (SMAA and AECOM, 2025a)

In accordance with forecasted growth, SMAA has also received numerous requests from existing airline tenants for additional gates. Furthermore, some non-signatory airlines operating at SRQ have expressed interest in becoming a signatory airline but cannot do so because becoming a signatory airline requires leasing at least one preferential use gate and no gates are currently available.

Based on gate requests from existing tenant airlines, the Authority estimates it could lease five additional gates (if they were available). SMAA projects that this lease demand will increase to seven additional gates by 2029. After accounting for changes in existing gate use and availability between airlines, this results in an estimated demand for four additional gates at the Airport by 2029.

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2.2 TERMINAL PARKING EXPANSION

The purpose of the proposed terminal parking expansion is to meet existing and future demand for additional public parking spaces and rental car ready/return spaces. Existing parking demand for both functions regularly exceeds capacity.

The 2025 Parking Master Plan examined historical occupancy data for the Airport's public parking lots using data for a 12-month period from mid-2022 to mid-2023 provided by the parking management concessionaire (InterVISTAS, 2025). The study considered a lot to be full once it reached 90% capacity due to driver difficulty in finding the last few available spaces in a large lot and to account for over-sized vehicles or poorly parked vehicles.

The 2025 Parking Master Plan used historical parking data and the Airport's baseline forecast of passenger enplanements and rental car activity to project future demand for public parking spaces. **Table 3** presents the results. As shown, there would be a passenger parking space shortfall of 1,044 spaces by year 2034 according to the current forecast and planning data, and a shortfall of 488 rental car spaces during this same time.

TABLE 3. VEHICULAR PARKING REQUIREMENTS

Activity	Parameter	2023	2034
Passenger Parking	Projected/Actual Space Demand	2,730	3,860
	Existing Spaces	2,156	2,156
	Passenger Spaces Required	574	1,044
Rental Car Parking	Projected/Actual Space Demand	600	840
	Existing Spaces	352	352
	Rental Car Spaces Required	248	488

Source: (InterVISTAS, 2025)

Additionally, queues from the rental car counters extend toward baggage claim carousels resulting in congestion between passengers attempting to reclaim inbound baggage and customers renting vehicles.

2.3 REQUESTED FEDERAL ACTIONS

The federal actions and approvals considered in this EA include:

- FAA approval of a revised Airport Layout Plan that depicts the Proposed Action;
- FAA approval of any Passenger Facility Charges that include funds for project construction; and
- FAA approval of any grants for construction of the Proposed Action.

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3.0 ALTERNATIVES

This section summarizes the process used to identify, compare, and evaluate a range of technically and economically feasible alternatives for consideration in the EA. It provides an overview of the evaluation process, describes the alternatives, including the No Action Alternative, and explains which reasonable alternatives are retained for further evaluation in the EA compared to those dismissed.

3.1 ALTERNATIVES EVALUATION PROCESS

This EA evaluates reasonable alternatives available to address the needs of the Airport, and for alternatives that are eliminated from detailed study, discusses the reasons for their elimination. The alternatives evaluation process for the Proposed Action consists of two components. First, alternatives are evaluated against whether they would meet the specified purpose of and need for the Proposed Action. Second, alternatives which meet the purpose and need are then evaluated against operations and constructability factors, which consider the extent to which an alternative has either a beneficial or adverse effect on specific factors and conditions. For the concourse expansion alternatives, these factors and conditions include:

- Ability of aircraft and vehicles to access runways and other airport facilities;
- ability to process enplaning and deplaning passengers;
- land clearing, earthwork, site preparation, utility location, and other construction requirements, including cost where applicable/available;
- compliance with all FAA design and safety standards and regulations;
- compatibility with airport use, ability to maintain current use, or ability to otherwise be rezoned or repurposed to become compatible; and
- extent of conflict with existing or future tenant development or planned airport development plans.

For the terminal parking expansion alternatives, these factors and conditions include:

- Ease of motor vehicle access and egress;
- land clearing, earthwork, site preparation, utility location, and other construction requirements, including cost where applicable/available;
- compatibility with airport use, ability to maintain current use, or ability to otherwise be rezoned or repurposed to become compatible;
- ability to maintain or provide roadway and right-of-way access; and
- extent of conflict with existing or future tenant development or planned airport development plans.

Alternatives that meet the purpose and need, that are free of deleterious operational or constructability factors, and that can avoid or minimize natural resource impacts, are deemed reasonable and feasible and carried forward for detailed analysis in this EA. Alternatives that do not achieve these objectives are dismissed from further consideration, with an explanation of why. The exception is the No Action Alternative, which is carried forward in this EA for comparative purposes despite not meeting the purpose and need. Concourse expansion alternatives are described and evaluated in **Section 3.2**, and terminal parking alternatives are described and evaluated in **Section 3.3**.

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3.2 EVALUATION OF CONCOURSE EXPANSION ALTERNATIVES

Concourse expansion alternatives identified for this EA are summarized in **Table 4** and shown on the referenced figures. The evaluation results for each alternative are then discussed in the forthcoming sections.

TABLE 4. CONCOURSE EXPANSION ALTERNATIVES

Alternative	Description
Proposed Action – Expand Concourse A (Appendix A, Figure 3)	Construct two-level Concourse A on approximately 72,000 SF of existing aircraft apron between existing Concourse B and existing Concourse A, to include four new gates. Eliminate existing Gate B1 to accommodate Concourse A construction for an overall net gain of three new parking positions.
Alternative 1 – Expand Concourse B (Appendix A, Figure 4)	Extend existing two-level Concourse B to the north by approximately 20,100 SF for an addition of two new aircraft parking positions. Infill approximately 14,800 square yards (SY) of unpaved area at the intersection of Taxiways A and B to provide additional taxi and pushback space for aircraft using the expanded concourse area.
Alternative 2 – Construct Concourse C (Appendix A, Figure 5)	Construct two-level Concourse C on approximately 102,700 SF of aircraft apron area west of existing Concourse B, which requires installation of approximately 26,800 SY of additional apron pavement, for an addition of four new aircraft parking positions. Demolish approximately 200,500 SF of parking/roadway area and 6,400 SF of building space associated with the Ground Transportation Center to accommodate concourse and pavement expansion.
Alternative 3 – Expand Concourse A with Ground Boarding Gates (Appendix A, Figure 6)	Expand the single-level portion of Concourse A to the south over an approximate 40,000 SF apron area to provide three new aircraft parking positions, which requires installation of approximately 19,000 SY of new pavement. Demolish the existing shade parking lot to the east of the existing GBF (255,000 SF of parking area in total).

3.2.1 PROPOSED ACTION

The Proposed Action (**Appendix A, Figure 3**) meets the stated purpose and need (**Section 2.1**) by providing a net gain of three additional aircraft parking positions to increase passenger throughput and aircraft turnaround capacity. As previously noted, expanding Concourse A will provide a direct connection for passengers arriving at the existing ground-level gates to reach baggage claim without having to walk through the existing ticket lobby, thereby improving passenger convenience by eliminating crossing passenger flows and decreasing ticket lobby congestion.

The Proposed Action would only require minimal pavement construction and demolition to prepare the site for building construction and would not otherwise require demolition of existing pavements or facilities. The estimated construction cost of the Proposed Action is \$127.4 million (SMAA and AECOM, 2025b). The Proposed Action is in full compliance with applicable airport design and safety standards and is consistent with airport development plans.

Because the Proposed Action meets the stated purpose and need, and is free of adverse operational or constructability factors, it is retained for detailed study in this EA.

3.2.2 ALTERNATIVE 1

Alternative 1 (**Appendix A, Figure 4**) meets the stated purpose and need (**Section 2.1**) by providing two additional aircraft parking positions to increase passenger throughput and aircraft turnaround capacity. The

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estimated construction cost of this Alternative is \$70.3 million (SMAA and AECOM, 2025b). There are some efficiencies gained in terms of construction requirements and passenger throughput efficiency by using the existing concourse. However, passengers arriving at the ground boarding gates would still have to walk through the ticket lobby to reach baggage claim. So, passenger congestion in the ticket lobby would continue and would increase as passenger volumes increase in the future.

Alternative 1 is constrained to two additional gates due to the need to comply with FAA design and safety standards. Northward extension of Concourse B is limited because as the concourse is extended northward, it encroaches into the imaginary obstruction surfaces required around Runway 14-32 (**Appendix A, Figure 4**), creating potential noncompliance with 14 CFR Part 77 airport obstruction regulations. This results in aircraft tail height penetrations of these surfaces at new gate position B11 and reorganized gate position B13 for aircraft in the fleet mix that would commonly use those gates, such as the Boeing 737 series and Airbus 320 series. Gate service operations at the northwesternmost gate positions (B12 and B14) may also introduce additional operational risks at a taxiway intersection already designated as a FAA “hot spot,” because ground support equipment such as fuel trucks, lavatory trucks, and baggage tractors, could have a higher likelihood of persisting within the Taxiway Object Free Area (TOFA) of Taxiway B to service aircraft at these positions.

In conclusion, Alternative 1 meets the stated purpose and need but less so compared to other available options. It also creates potential noncompliance issues with 14 CFR Part 77 airport obstruction regulations due to aircraft tail height penetrations of Runway 14-32 obstruction surfaces and potentially introduces additional operational risks to a taxiway intersection. For these reasons, Alternative 1 is not retained for detailed study in this EA.

3.2.3 ALTERNATIVE 2

Alternative 2 (**Appendix A, Figure 5**) meets the stated purpose and need (**Section 2.1**) by providing a net of three additional aircraft parking positions to increase passenger throughput and aircraft turnaround capacity (four gates are proposed but would require the loss of existing Gate B2). Like Alternative 1, Alternative 2 does not alleviate the ticket lobby issue associated with passengers arriving at ground boarding gates of Concourse A that require access to the baggage claim lobby. Arriving passengers at the proposed Concourse C would be able to proceed directly to baggage claim and ground transportation without transiting the ticket lobby.

Construction requirements for this alternative far exceed others considered. The estimated construction cost of this Alternative is \$359.4 million (SMAA and AECOM, 2025b), owing to the need to demolish 200,500 SF of parking/roadway area and 6,400 SF of building space associated with the existing Ground Transportation Center. Disadvantages include the loss of the existing employee parking lot and a new aircraft parking ramp for aircraft remaining overnight as well as impacts to a portion of the Ground Transportation Center. The function of the Ground Transportation Center and associated facilities would then need to be provided elsewhere at SRQ, which induces significant secondary costs associated with this alternative.

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In conclusion, Alternative 2 meets the stated purpose and need but the construction requirements and costs exceed other alternatives, and would cause loss of existing airport facilities such as the Ground Transportation Center. Therefore, Alternative 2 is not retained for detailed study in this EA.

3.2.4 ALTERNATIVE 3

Alternative 3 (**Appendix A, Figure 6**) meets the stated purpose and need (**Section 2.1**) by providing three additional aircraft parking positions to increase passenger throughput and aircraft turnaround capacity. An extension of the ground boarding gates as proposed would still require arriving passengers to transit the existing ticket lobby to reach baggage claim and ground transportation facilities.

The estimated construction cost of this Alternative is \$189.9 million (SMAA and AECOM, 2025b). Advantages of this alternative include its lower building cost versus the cost of constructing a two-level concourse, as well as its ability to avoid impacting any existing gates. New gate positions would be added by extending the existing ground boarding gates south into the current shade parking lot, which would reduce passenger parking capacity along with the associated airport revenue that these facilities generate.

Overall, Alternative 3 meets the purpose and need but would cause the loss of airport facilities that provide passenger services and generate revenue, so this alternative is not retained for detailed study in this EA.

3.3 EVALUATION OF TERMINAL PARKING EXPANSION ALTERNATIVES

Parking expansion alternatives identified for this EA are summarized in **Table 5** and shown on the referenced figures. The evaluation results for each alternative are then discussed in the forthcoming sections.

TABLE 5. TERMINAL PARKING EXPANSION ALTERNATIVES

Alternative	Description
Proposed Action – Construct Parking Garage (Appendix A, Figure 7)	Construct four-level parking garage on 288,000 SF of area directly south of the passenger terminal, including a rental car customer facility on the north side of the proposed parking garage. Requires removal of existing rental car return and short-term parking facilities over approximately 305,000 SF of space to accommodate garage construction. Expand existing long-term parking facilities southward by 62,600 SF. Construct 56,150 SF of roadways and ramps to provide vehicular access to and from the garage for both rental cars and public vehicles, including recirculation to the terminal.
Alternative 1 – Construct Parking Garage and Consolidated Quick Turnaround Area (Appendix A, Figure 8)	Construct four-level parking garage on 288,000 SF of area directly south of the passenger terminal, including a rental car customer facility on the north side of the proposed parking garage. Requires removal of existing rental car return and short-term parking facilities over approximately 305,000 SF of space to accommodate garage construction. Construct a consolidated Quick Turnaround (QTA) facility for rental cars on approximately 279,500 SF of area south of the proposed garage. Construct additional 252,000 SF surface parking lot to the west of Airport Circle along General Spaatz Boulevard to replace parking area lost to the QTA. Construct 59,475 SF of roadways and ramps to provide vehicular access to and from the garage for both rental cars and public vehicles, including recirculation to the terminal.

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Alternative	Description
Alternative 2 – Construct Off-Site Parking Garage (Appendix A, Figure 9)	Construct off-site four-level parking garage on 288,000 SF of area on a property southeast of the terminal at Old Bradenton Road and University Parkway. Existing rental car and passenger parking facilities at the airport would remain as-is. Construct 46,800 SF of roadways and ramps to provide vehicular access to and from the garage via Old Bradenton Road.

3.3.1 PROPOSED ACTION

The Proposed Action (**Appendix A, Figure 7**) meets the stated purpose and need by providing parking facilities that address the identified passenger parking and rental car parking shortfall based on current planning efforts (see **Section 2.2**) Passenger parking areas consist of both garage parking and surface parking and would be located entirely within the Airport Circle footprint where current passenger parking facilities are located. Rental car parking areas would be located between the terminal curb roadway and the north side of the proposed parking garage. Construction costs are estimated at \$201.4 million.

Because the Proposed Action meets the purpose and need and does not present operations or constructability constraints, it is retained for further evaluation in this EA.

3.3.2 ALTERNATIVE 1

Like the Proposed Action, Alternative 1 (**Appendix A, Figure 8**) provides passenger car and rental car parking areas that would address shortfalls in parking spaces based on current planning efforts, therefore meeting the purpose and need. In contrast, this alternative would not be constrained to the Airport Circle footprint. To construct the proposed QTA, passenger surface parking would need to be constructed along General Spaatz Blvd in an area where the existing Ground Transportation Center and other airport offices and parking areas are already located, rather than be located south of the proposed garage.

The Bradenton Connector would also need to be demolished which would reduce roadway access and egress options on the west side of SRQ that are necessary for airport function. Construction costs include \$201.4 million as referenced for the Proposed Action but would add approximately \$46.3 million for the proposed QTA area. Costs associated with demolishing the Ground Transportation Center, Bradenton Connector, and other areas north of General Spaatz Blvd to enable construction of the surface parking depicted on **Figure 8** have not been estimated but are expected to significantly add to the overall construction costs for this alternative.

Alternative 1 is not retained for further evaluation in this EA mainly because of the facility demolition and relocations/replacements that would need to occur, including to airport roadways, which would result in substantial operational disruption and increased costs.

3.3.3 ALTERNATIVE 2

Alternative 2 (**Appendix A, Figure 9**) meets the stated purpose and need by providing parking facilities that address the identified passenger parking and rental car parking shortfall based on current planning efforts (see **Section 2.2**), via constructing a parking garage on a parcel southeast of the airport that was previously used as a dog racetrack. Construction costs would be similar in magnitude to the Proposed

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Action, subject to design and engineering estimates of the amount of site clearing and grading that would be required to prepare the site for construction.

Drawbacks for this alternative include the need to acquire land currently owned by another entity to enable construction, the need to provide shuttle or similar transportation services from the remote garage to the terminal area, and the potential to induce more traffic on the roadways south of the airport due to the need for shuttling passengers, compared to other alternatives where parking facilities are not remote.

Alternative 2 is not retained for further evaluation in this EA due to the constraints with constructing and operating a remote parking facility on non-airport land. These constraints include increased operational complexity, the need for additional transportation infrastructure, and higher implementation and maintenance costs.

3.4 NO ACTION ALTERNATIVE

With the No Action Alternative, no concourse or terminal parking expansions would occur, and the purpose and need would not be achieved. Aircraft operations and passenger throughput could become constrained in the future and existing levels of service for passengers could decrease if the Proposed Action were not implemented. Otherwise, no beneficial or adverse impacts would occur and SRQ would operate as it does under current conditions.

3.5 CONCLUSION

Table 6 and **Table 7** summarize the criteria evaluation for all concourse and terminal parking expansion alternatives considered, respectively. All action alternatives for both the concourse and parking components of the Proposed Action meet the specified purpose and need.

For the concourse expansion, the Proposed Action is carried forward for analysis in this EA because it is free of adverse operational and constructability factors when compared to other alternatives. Other alternatives considered would either cause operational inefficiencies, would not be fully compliant with airport design standards, would be incompatible with existing or planned airport land use, and/or would be cost prohibitive. Therefore, these alternatives are not considered further in this EA.

For the same reasons, the terminal parking component of the Proposed Action is carried forward for analysis in this EA and the other alternatives are not considered further. Although the No Action Alternative does not meet the stated purpose and need, it is carried forward in this EA for the purposes of environmental impact evaluation and comparison.

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TABLE 6. CONCOURSE EXPANSION ALTERNATIVES EVALUATION SUMMARY

Category	Proposed Action	Alternative 1	Alternative 2	Alternative 3	No Action
Purpose and Need	+	+	+	+	-
Ability of aircraft and vehicles to access runways and other airport facilities	0	-	0	0	0
Ability to process enplaning and deplaning passengers	+	0	0	0	0
Land clearing, earthwork, site preparation, utility location, and other construction requirements	0	0	-	0	0
Compliance with FAA design and safety standards and regulations	0	-	0	0	0
Compatibility with airport use, ability to maintain current use, or ability to otherwise be rezoned or repurposed to be compatible	0	0	0	0	0
Extent of conflict with existing or future tenant development or planning airport development plans	0	0	-	-	0
Carried Forward in EA?	Yes	No	No	No	Yes

+ = meets criterion or has positive effect; - = does not meet criterion or has negative effect; 0 = has neither positive or negative effect, or effects are negligible

TABLE 7. TERMINAL PARKING EXPANSION ALTERNATIVES EVALUATION SUMMARY

Category	Proposed Action	Alternative 1	Alternative 2	No Action
Purpose and Need	+	+	+	-
Ease of motor vehicle access and egress	+	0	-	0
Land clearing, earthwork, site preparation, utility location, and other construction requirements	0	0	-	0
Compatibility with airport use, ability to maintain current use, or ability to otherwise be rezoned or repurposed to be compatible	0	0	0	0
Ability to maintain or provide roadway and right-of-way access	0	-	-	0
Extent of conflict with existing or future tenant development or planning airport development plans	0	-	-	0
Carried Forward in EA?	Yes	No	No	Yes

+ = meets criterion or has positive effect; - = does not meet criterion or has negative effect; 0 = has neither positive or negative effect, or effects are negligible

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**4.0 AFFECTED ENVIRONMENT AND ENVIRONMENTAL
CONSEQUENCES**

4.1 INTRODUCTION

This section describes the relevant existing human, physical, and natural environment that may be affected by the Proposed Action and its alternatives and identifies and discusses the reasonably foreseeable direct and indirect environmental impacts potentially resulting from construction and operation of the Proposed Action. The amount of information on each resource is based on the extent of potential impact and the potential impact's relevance to the Proposed Action.

4.1.1 STUDY AREAS

For the description of the affected environment and identification of potential environmental consequences of the Proposed Action, a Direct Study Area (DSA), consisting of the construction footprint, was delineated within which direct physical impacts of the Proposed Action are characterized and disclosed. The DSA for the Proposed Action is also referred to as the Biological Study Area (BSA) for the evaluation of impacts to biological resources. The Area of Potential Effect (APE) for the evaluation of impacts to cultural resources includes a quarter-mile buffer around the DSA and areas within the 65 decibel (dB) contour for noise impacts. The BSA and APE form the basis for Endangered Species Act of 1973 (ESA) Section 7 coordination and National Historic Preservation Act (NHPA) Section 106 coordination, respectively.

A Generalized Study Area (GSA) was also delineated to assess potential indirect or secondary impacts that may occur outside of the construction footprint of the Proposed Action. It corresponds to the area within the SRQ property boundary and areas within the 65 dB contour for noise impacts. In addition, a broader Socioeconomic Study Area (SSA) was established to characterize relevant socioeconomic conditions around the Airport. The SSA is comprised of U.S. Census Block Groups within Census Tracts 8.05, 9.01, and 9.02 in Manatee County and Tracts 9, 10, and 11.01 in Sarasota County. The SSA is larger than the GSA due to the need to include SRQ and the nearest populated areas.

Refer to **Appendix A, Figure 10** for a graphical depiction of the DSA and GSA delineated for the EA. The SSA is shown on **Figure 18**.

4.1.2 STUDY YEARS

As discussed in **Section 1.3**, construction activities for the Proposed Action, and associated impacts, would commence in 2027 and are expected to be completed by 2029. Thereafter, the first year for environmental analysis of Proposed Action operational impacts is 2029. To disclose potential operational impacts associated with the Proposed Action, the forecast year 2034 is also studied in this EA. The forecast year 2034 represents the DBO plus 5 years and reflects a reasonable post-construction planning horizon used to evaluate stabilized operational conditions following project completion.

4.1.3 ENVIRONMENTAL RESOURCES ELIMINATED FROM FURTHER CONSIDERATION

FAA Order 1050.1G, paragraph 1.2(b)(1) and Exhibit A-1 (June 2025) identify the environmental resources that FAA will consider when preparing NEPA documents. This EA considers each of these resources;

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however, the Proposed Action would not affect each of these resources. Environmental resources that would not be affected by the Proposed Action do not warrant detailed impact analyses and have been eliminated from further consideration. The environmental resources described in **Table 8** are either not present in the DSA or GSA or the Proposed Action does not have the potential to affect those resources.

TABLE 8. ENVIRONMENTAL IMPACT CATEGORIES NOT AFFECTED

Resources Not Affected	Rationale
Farmlands	No prime or unique farmland or farmland of statewide importance are located within the DSA (NRCS, 2023). The entire DSA has been previously developed as airfield, airport terminal, parking areas, roadways, stormwater management, and other airport facilities. As such, the Proposed Action will not require any new acquisition or conversion of farmland, and Form AD-1006 is not required.
Land Use	Land development in Sarasota and Manatee counties is governed by the counties' respective Comprehensive Plans, upon which future land use decisions are based. Both Comprehensive Plans include transportation elements that address aviation-related issues. SRQ and immediately surrounding land are included in the Manatee County Comprehensive Plan's designated Airport Impact District overlay in the Comprehensive Plan. Existing land use in the DSA is designated for transportation. Future land use in the DSA is designated for major government uses. The Proposed Action is consistent with the transportation sub-element of the Manatee County Comprehensive Plan and the transportation and mobility element of the Sarasota County Comprehensive Plan. Additionally, the project would be consistent with the Manatee County Comprehensive Plan's <i>Objective 2.12.1 – Future Development which is Compatible and Provides for Efficient Transportation Mobility that Includes Adequate Road, Rail, Water, and Air Facilities</i> . Overall, the Proposed Action is an SMAA project to improve airport facilities on existing airport property and would not result in land use changes or incompatibility.
Visual Effects (including light emissions)	Due to the Airport's location and surrounding land use, no lighting emission impacts or visual effects are anticipated. The project would require installation of additional ramp lights and lighting throughout the Concourse A development area and parking improvement areas. The Concourse A area is located a minimum of 1,600 feet from the Airport property line. Residential areas nearest the DSA are located approximately 2,200 feet to the west of the proposed Concourse A development and 1,000 feet to the south of the proposed parking improvements. Residential areas to the west are separated from the Proposed Action by U.S. Highway 41 and other airport facilities, while those to the south are separated from the Proposed Action by University Parkway, other buildings, and other airport facilities, all of which include their own existing lighting elements. The proposed Concourse A construction would add to existing structures and would be designed to remain visually consistent with the existing facilities. Proposed parking improvements would occur in areas already used for parking and would be designed to remain visually consistent with other existing airport facilities. Therefore, the additional lighting and construction of new facilities associated with the Proposed Action would not distinguishably alter light emissions or the visual setting.
Water Resources – Floodplains	The Federal Emergency Management Agency's Flood Insurance Rate Maps (FIRM) delineate the extent of floodplains across the U.S. The current map number 12115C, panel 0043G, with an effective date of March 27, 2024, covers the DSA. The DSA is located within the area of minimal flood hazard (Zone X). Therefore, the Proposed

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Resources Not Affected	Rationale
	Action would not be located in or encroach upon any floodplains and would not cause floodplain impacts.
Water Resources – Wetlands	No wetlands are present within the proposed Concourse A or terminal parking development sites, nor within anticipated construction staging areas. Therefore, the Proposed Action would cause no direct impacts to wetlands. Standard construction best management practices (BMPs), development and implementation of spill prevention, control, and countermeasure plans, and the development and implementation of erosion and sedimentation control plans required for construction would prevent indirect impacts to offsite wetlands present on and near SRQ property.
Water Resources – Wild and Scenic Rivers	Florida has one federally designated Wild and Scenic River, the Loxahatchee River, and a Wild and Scenic River System, the Wekiva River System (USFWS, 2026). Both are located over 100 miles from SRQ. The Myakka River, located 18 miles southeast of the Airport, is included in the Nationwide Rivers Inventory and is eligible for designation under the Wild and Scenic Rivers Act (NPS, 2026). Given the distance of these resources from the Proposed Action, no impacts to designated or eligible Wild and Scenic Rivers would occur.

4.2 AVIATION EMISSIONS AND AIR QUALITY

To enforce the Federal Clean Air Act (CAA), the U.S. Environmental Protection Agency (USEPA) identifies air pollutants that cause or contribute to the endangerment of human health and/or environmental welfare and establishes air quality “criteria” that guide the establishment of air quality standards to regulate these pollutants (42 U.S. Code [U.S.C.] §§ 7408 - 7409). To date, USEPA has established air quality criteria for six air pollutants: carbon monoxide (CO), lead (Pb), nitrogen dioxide (NO₂), ozone (O₃), fine and respirable particulate matter equal to or less than 2.5 and 10 micrometers in diameter (PM_{2.5} and PM₁₀), and sulfur dioxide (SO₂). National Ambient Air Quality Standards (NAAQS) have been established for these six pollutants to safeguard public health (i.e., primary NAAQS) and environmental welfare (i.e., secondary NAAQS) (USEPA, 2024). USEPA delegates authority to enforce the NAAQS to individual states such as the Florida Department of Environmental Protection (FDEP).

4.2.1 AFFECTED ENVIRONMENT

4.2.1.1 Air Quality Monitoring

USEPA and FDEP Division of Air Resource Management evaluate outdoor air monitoring data on a geographic basis for compliance with the NAAQS. Areas where outdoor air concentrations are within an applicable NAAQS are considered in *attainment* of that NAAQS. If sufficient data are not available to decide, the area is instead deemed *attainment/unclassifiable*. Areas where outdoor air concentrations exceed the NAAQS are designated by USEPA as *nonattainment* areas. Lastly, areas that have historically violated the NAAQS but have since remedied these violations are known as *maintenance* areas. According to the USEPA’s Green Book listing of nonattainment areas, Sarasota County and Manatee County are listed as *attainment/unclassifiable* for all current NAAQS (USEPA, 2025).

USEPA evaluates ambient monitoring data on a geographic basis, delineated by Core Based Statistical Areas (CBSA) or Metropolitan Statistical Areas (MSA) established by the U.S. Office of Management and Budget and U.S. Census Bureau. From each ambient monitor within a CBSA/MSA, USEPA derives criteria

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pollutant design values, which are statistics that describe the air quality status of a given location relative to the level of the NAAQS.

Only O₃, PM₁₀, and PM_{2.5} are monitored at stations within 10 miles of the airport. No violations of the NAAQS for any criteria pollutants have been recorded at the available monitoring sites. O₃ monitors include 12-081-4012 located 6.6 miles northwest, 12-081-4013 located 4 miles northeast, 12-115-1005 located 6.1 miles southwest, and 12-115-1006 located 5.3 miles southeast of SRQ. These monitors currently record a design value of 0.061 parts per million (ppm), 0.059 ppm, 0.059 ppm, and 0.061 ppm, respectively, compared to the NAAQS of 0.070 ppm (USEPA, 2025a; USEPA, 2025b). PM₁₀ monitor 12-115-1006 located 5.3 miles southeast of SRQ currently records no exceedances of the 150 micrograms per cubic meter (µg/m³) NAAQS, which is not to be exceeded more than once per year on average over 3 years. PM_{2.5} monitor 12-115-0013 located 7.5 miles southeast of SRQ currently records an annual design value of 6.8 µg/m³ compared to annual NAAQS of 9 µg/m³ and a 24-hour design value of 15 µg/m³ compared to the 24-hour NAAQS of 35 µg/m³.

4.2.1.2 Existing Conditions Air Emissions Inventory

SRQ produces emissions of criteria air pollutants and their precursors due to the operation of a variety of mobile and stationary combustion sources at SRQ. Under current conditions, the bulk of these emissions are due to aircraft operations. Many larger commercial aircraft utilize Auxiliary Power Units (APU) to provide comfort air and power to instrumentation while at the gate, if not using gate infrastructure to do so. Ground support equipment (GSE) are also used to service arriving and departing aircraft in terms of assisting in aircraft pushback from the gate, refueling, moving baggage and freight, cleaning and restocking aircraft, and other functions. These sources collectively contribute to aircraft operations emissions. Motor vehicle traffic on airport roadways also contributes to emissions from SRQ operations, but to a lesser degree.

To describe existing airport air quality conditions, annual emissions from aircraft operations at SRQ and motor vehicles travelling on airport property at SRQ are shown in **Table 9**. Emissions of carbon dioxide equivalent (CO_{2e}) are also disclosed in **Table 9**.

TABLE 9. EXISTING CONDITIONS AIRPORT EMISSIONS INVENTORY (2025)

Source	CO (tons)	NO _x (tons) ¹	PM _{2.5} (tons)	PM ₁₀ (tons)	SO ₂ (tons)	VOC (tons) ¹	CO _{2e} (metric tons)
Aircraft Operations	1,309.180	180.066	3.315	3.315	180.066	137.298	72,983.431
Motor Vehicles	15.359	0.486	0.031	0.092	0.009	0.111	1,255.840

¹ NO_x and VOC are considered precursors to criteria pollutant formation (O₃ and PM_{2.5})

Sources: Aviation Environmental Design Tool (AEDT) 3g (FAA, 2024); MOtor Vehicle Emissions Simulator (MOVES5) (EPA, 2024).

4.2.2 ENVIRONMENTAL CONSEQUENCES

For this EA, air quality impact assessment entailed quantifying and disclosing air emissions associated with construction and operation of the Proposed Action. All emissions estimates and quantitative analyses were prepared using current, federally approved emissions models and tools, such as the AEDT 3g and USEPA Motor Vehicle Emissions Simulator (MOVES5), in a manner consistent with the current FAA guidance. Detailed emissions estimation methodologies are given within **Appendix C**.

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Air quality impact assessment methodology focuses on satisfying requirements of the CAA and NEPA. For areas designated as nonattainment or maintenance of the NAAQS for criteria air pollutants by the USEPA, the General Conformity Regulations (40 CFR § 93.153 et seq.) of the CAA require a determination that air emissions from federally obligated actions are accounted for in a State Implementation Plan to control air quality. As previously stated in **Section 4.2.1**, SRQ is in an area designated by the USEPA as attainment/unclassifiable with respect to all current NAAQS. Accordingly, the General Conformity Regulations do not apply to the Proposed Action, and a detailed analysis and Conformity Determination are not required. Because the area is considered attainment/unclassifiable of all NAAQS, there are no applicable significance thresholds to which these emissions increases can be compared. Nevertheless, annual emissions inventories of construction and operational emissions associated with the Proposed Action are provided for disclosure purposes.

4.2.2.1 Significance Thresholds

As defined in FAA Order 1050.1G, a significant impact to air quality would occur if the action would cause pollutant concentrations to exceed one or more of the NAAQS, as established by the USEPA under the CAA, for any of the time periods analyzed, or increase the frequency or severity of any such existing violations.

4.2.2.2 No Action Alternative

Under the No Action Alternative, no concourse or terminal parking expansions would occur and SRQ would operate under current conditions. As a result, no construction emissions or changes to operational emissions would occur. Therefore, the No Action Alternative would have no impact on air quality.

4.2.2.3 Proposed Action

Table 10, **Table 11**, and **Table 12** disclose the construction and operational period criteria pollutant emissions computed for the Proposed Action. All construction activities and associated pollutant emissions are expected to occur in 2027 and 2028. Because the area is considered attainment/unclassifiable of all NAAQS and construction emissions are temporary in nature, the construction emissions would not create a significant or lasting impact on air quality in the area.

TABLE 10. 2027 AND 2028 CONSTRUCTION EMISSIONS INVENTORY FOR CRITERIA POLLUTANTS

2027 Project Component	CO (tons)	NO_x (tons)¹	PM₁₀ (tons)	PM_{2.5} (tons)	SO₂ (tons)	VOC (tons)¹	CO₂e (metric tons)
Staging Areas and Mobilization	0.143	0.191	0.212	0.013	0.001	0.016	304.230
Concourse A Construction	8.681	1.763	0.313	0.078	0.008	0.457	2,036.408
Parking Garage Construction	5.828	1.789	1.989	0.123	0.008	13.151	2,239.505
Total	14.652	3.744	2.514	0.213	0.017	13.624	4,580.143
2028 Project Component	CO (tons)	NO_x (tons)¹	PM₁₀ (tons)	PM_{2.5} (tons)	SO₂ (tons)	VOC (tons)¹	CO₂e (metric tons)
Concourse A Construction	2.061	0.421	0.021	0.017	0.002	0.108	507.109

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Parking Garage Construction	15.013	3.765	1.368	0.192	0.016	12.332	4,031.262
Total	17.074	4.186	1.388	0.209	0.018	12.439	4,538.371

¹ NO_x and VOC are considered precursors to criteria pollutant formation (O₃ and PM_{2.5})

² Values may reflect rounding

Sources: AEDT 3g (FAA, 2024); MOVES5 (EPA, 2024).

TABLE 11. 2029 OPERATIONAL EMISSIONS

2029 No Action	CO (tons)	NO _x (tons) ¹	PM ₁₀ (tons)	PM _{2.5} (tons)	SO ₂ (tons)	VOC (tons) ¹	CO _{2e} (metric tons)
Aircraft Operations	1,342.915	170.040	3.124	3.124	25.241	138.226	61,684.635
Motor Vehicles	12.657	0.259	0.079	0.025	0.008	0.066	1,169.432
Total	1,355.572	170.299	3.203	3.149	25.250	138.292	62,854.067
2029 Proposed Action	CO (tons)	NO _x (tons) ¹	PM ₁₀ (tons)	PM _{2.5} (tons)	SO ₂ (tons)	VOC (tons) ¹	CO _{2e} (metric tons)
Aircraft Operations	1,408.095	208.427	3.559	3.559	30.352	145.513	74,175.665
Motor Vehicles	12.981	0.266	0.081	0.026	0.009	0.068	1,199.395
Total	1,421.076	208.693	3.641	3.585	30.361	145.581	75,375.060
Change	CO (tons)	NO _x (tons) ¹	PM ₁₀ (tons)	PM _{2.5} (tons)	SO _x (tons)	VOC (tons) ¹	CO _{2e} (metric tons)
Aircraft Operations	65.180	38.387	0.435	0.435	5.111	7.287	12,491.030
Motor Vehicles	0.323	0.007	0.002	0.001	0.000	0.002	29.963
Total (tons)	65.503	38.394	0.437	0.436	5.111	7.289	12,520.994
Total (percentage)	4.8%	22.5%	13.6%	13.8%	20.2%	5.3%	19.9%

¹ NO_x and VOC are considered precursors to criteria pollutant formation (O₃ and PM_{2.5})

² Values may reflect rounding

Sources: AEDT 3g (FAA, 2024); MOVES5 (EPA, 2024).

TABLE 12. 2034 OPERATIONAL EMISSIONS

2034 No Action	CO (tons)	NO _x (tons) ¹	PM ₁₀ (tons)	PM _{2.5} (tons)	SO ₂ (tons)	VOC (tons) ¹	CO _{2e} (metric tons)
Aircraft Operations	1,373.420	181.096	3.082	3.082	26.422	139.676	64,568.775
Motor Vehicles	10.453	0.131	0.079	0.021	0.008	0.048	1,119.784
Total	1,383.873	181.227	3.161	3.103	26.430	139.724	65,688.559
2034 Proposed Action	CO (tons)	NO _x (tons) ¹	PM ₁₀ (tons)	PM _{2.5} (tons)	SO ₂ (tons)	VOC (tons) ¹	CO _{2e} (metric tons)
Aircraft Operations	1,437.010	218.693	3.467	3.467	31.353	146.354	76,622.542
Motor Vehicles	10.720	0.135	0.081	0.022	0.008	0.050	1,148.486
Total	1,447.730	218.828	3.548	3.489	31.362	146.403	77,771.029
Change	CO (tons)	NO _x (tons) ¹	PM ₁₀ (tons)	PM _{2.5} (tons)	SO ₂ (tons)	VOC (tons) ¹	CO _{2e} (metric tons)
Aircraft Operations	63.590	37.597	0.385	0.385	4.932	6.678	12,053.767
Motor Vehicles	0.267	0.004	0.002	0.001	0.000	0.001	28.702
Total (tons)	63.857	37.601	0.387	0.385	4.932	6.679	12,082.470
Total (percentage)	4.6%	20.7%	12.2%	12.4%	18.7%	4.8%	18.4%

¹ NO_x and VOC are considered precursors to criteria pollutant formation (O₃ and PM_{2.5})

² Values may reflect rounding

Sources: AEDT 3g (FAA, 2024); MOVES5 (EPA, 2024).

All monitored ambient air concentrations are well below the NAAQS in the vicinity of SRQ; therefore, the Proposed Action would not cause a NAAQS violation. Because the NAAQS are established to safeguard public health and the Proposed Action would not cause a NAAQS violation, it is unlikely that any localized increases in air concentrations due to the Proposed Action would affect the general public.

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Because the Proposed Action is not expected to generate operational or construction-related emissions that would exceed one or more of the NAAQS and would not increase the frequency or severity of any existing NAAQS exceedances, the Proposed Action would not exceed impact thresholds identified in FAA Order 1050.1G that would indicate a significant impact.

4.2.3 IMPACT AVOIDANCE AND MINIMIZATION

Mitigation for the purpose of reducing impacts below the threshold of significance is not warranted. However, construction-related emissions resulting from the improvements, albeit temporary, can be reduced by employing the following typical emissions reduction measures, in accordance with FAA Advisory Circular 150/5370-10H, *Standards for Specifying Construction of Airports*:

- Suspension of construction activities during high-wind conditions;
- Creation of dust, odor, and nuisance reporting system;
- Reduction of exposed erodible surface area through appropriate materials and equipment staging procedures;
- Covering of exposed surface areas with pavement or vegetation in an expeditious manner;
- Reduction of equipment idling times;
- Ensuring contractor knowledge of appropriate fugitive dust and equipment exhaust controls;
- Soil and stock-pile stabilization via cover or periodic watering;
- Use of low- or zero-emissions equipment;
- Use of covered haul trucks and conveyors during materials transportation;
- Reduction of electrical generator usage wherever possible; and
- Prohibition of open burning for waste disposal.

4.3 BIOLOGICAL RESOURCES

The ESA requires that all federal agencies seek to conserve endangered and threatened species, and prohibits federal agencies from authorizing, funding, or carrying out any action that would jeopardize a listed species or destroy or modify its critical habitat as designated in 50 CFR §§ 17 and 226. Projects that would jeopardize a federally listed species or impact its critical habitat must contain conservation measures or habitat mitigation that removes the jeopardy. An animal or plant species may be classified as “endangered” when it is in danger of extinction within the foreseeable future throughout all or a significant portion of its range. A “threatened” classification is provided to those species likely to become endangered within the foreseeable future throughout all or a significant part of their ranges.

The state of Florida also maintains a state list of endangered and threatened species and “species of special concern.” A species of special concern is a species that, although possibly relatively abundant and widespread in the state, is especially vulnerable to certain types of exploitation or environmental changes and has experienced long-term population declines. State-listed species are those animal and plant species protected by the state of Florida pursuant to Chapter 68A-27, Florida Administrative Code (F.A.C.) and Chapter 5B-40, F.A.C., respectively. Plant species are listed by the Florida Department of Agriculture and Consumer Services (FDACS) as endangered, threatened and commercially exploited. As defined by Chapter 581.185(2), Florida Statutes, “endangered plants” refer to species of plants native to the state that are in imminent danger of extinction within the state, and the survival of which is unlikely if the causes of

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a decline in the number of plants continue. "Threatened plants" refer to species native to the state that are in rapid decline in the number of plants within the state, but which have not so decreased in such number as to cause them to be endangered. "Commercially exploited plants" refer to species native to the state which are subject to being removed in significant numbers from native habitats in the state and sold or transported for sale.

Species not currently listed under state or federal law can still have additional protections precluding them from being taken without state or federal authorization. This group includes migratory bird species protected by the Migratory Bird Treaty Act (MBTA) and bald (*Haliaeetus leucocephalus*) and golden eagles (*Aquila chrysaetos*) protected under the Bald and Golden Eagle Protection Act. The bald eagle is also managed in Florida by the Florida Fish and Wildlife Conservation Commission's (FWC) bald eagle rule (Chapter 68A-16.002, F.A.C).

The BSA was evaluated by qualified biologists in April of 2025 for potential presence of plant and animal species listed as endangered or threatened at the federal and state levels (i.e., "listed species"), and for suitable habitat for these species. During the field survey, plant communities and habitats were observed and noted to determine if they matched habitat types where the listed species have the potential to occur. Habitat use by large-bodied mammals (i.e., deer, feral pigs, coyotes, etc.) on the Airport property is limited due to existing security fencing around the Airport property, ongoing construction activities, routine mowing and maintenance of the airfield and surrounding landscaped areas, and roadways. An FAA-approved Wildlife Hazard Management Plan (WHMP), dated September 2018, is used at SRQ. As part of the WHMP, the SMAA, as the Airport Sponsor, is responsible for carrying out measures that will minimize and/or eliminate hazardous wildlife on Airport property.

Biological resources and federally and state-listed species were evaluated in the *Sarasota Bradenton International Airport Concourse A Expansion Biological Evaluation Technical Memorandum* (October 2025, **Appendix D**). This Biological Evaluation describes the habitats within the BSA, identifies listed species potentially present within the BSA, and evaluates the effects that the Proposed Action could have on listed species and critical habitat.

4.3.1 AFFECTED ENVIRONMENT

4.3.1.1 Land Use and Vegetative Cover

All vegetative habitats and land use categories within the BSA were classified using the Florida Department of Transportation (FDOT) Florida Land Use, Cover, and Forms Classification System (FLUCFCS) (FDOT, 1999). The following land cover types (**Figure 11** and **Table 13**) were identified within the BSA based on field survey and desktop analysis:

- Commercial and Services: Commercial and Services land use describes properties used for the distribution of goods and services and includes associated parking and infrastructure. This land use type is located in the southern portion of the BSA east of Airport Circle and north of University Parkway and consists of the Kompose Hotel and the Hampton Inn and Suites. Commercial and Services comprise 0.9 acres of the BSA.

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- **Airports:** Airports land use includes terminals, concourses, infield areas, buildings, parking areas, and other infrastructure associated with air travel. This land use is located in the central portion of the BSA surrounding Airport Circle north of University Parkway. The airport property contains mowed and maintained bahia (*Paspalum notatum*) and Bermuda (*Cynodon dactylon*) grass with ornamental plantings for landscaping. Airport land use comprises 57.4 acres of the BSA.
- **Streams and Waterways:** Streams and Waterways consist of wetland or upland cut conveyance systems that are mainly used for flood control and irrigation. Within the BSA, ditch and canal segments are located along the east side of Airport Circle near Rental Car Road. Streams and Waterways comprise 0.2 acres of the BSA.
- **Reservoirs:** This land use consists of artificial impoundments of water used for irrigation and flood control. A reservoir is located in the southwest portion of the BSA west of Airport Circle. This reservoir contains mowed and maintained edges to discourage use by wading birds and wildlife. The reservoir comprises 0.4 acres of the BSA.

TABLE 13. EXISTING LAND AND VEGETATIVE COMMUNITIES WITHIN THE BSA

Classification	Vegetative Community/ Land Cover	FLUCFCS Code	USFWS Classification	Acres in BSA
Uplands	Commercial and Services	140	N/A	0.9
	Airports	811	N/A	57.4
Surface Waters	Streams and Waterways	510	R2UB3Ex ¹	0.2
	Reservoirs	530	PUB3Hx ²	0.4

USFWS = U.S. Fish and Wildlife Service

Sources: (FDOT, 1999; USFWS, 2013)

Notes:

¹ R2UB3Ex: Riverine, Lower Perennial, Unconsolidated Bottom, Mud, Seasonally Flooded/Saturated; Excavated.

² PUB3Hx: Palustrine, Unconsolidated Bottom, Mud, Permanently Flooded, Excavated.

4.3.1.2 Listed Species and Designated Critical Habitat

One federally threatened animal species (Eastern indigo snake [*Drymarchon corais couperi*]), one federally proposed threatened animal species (Monarch butterfly [*Danaus plexippus*]), and three federally endangered plant species (aboriginal prickly-apple [*Harrisia aboriginum*], pygmy fringe-tree [*Chionanthus pygmaeus*], and the Florida perforate cladonia [*Cladonia perforate*]) are listed by the U.S. Fish and Wildlife Service (USFWS) as potentially occurring within the project boundaries based on the information obtained from the Information for Planning and Consultation (IPaC) tool (**Table 14**). In addition, the IPaC report states that the following species may be potentially affected by activities in the Action Area: Florida bonneted bat (*Eumops floridanus*), Florida panther (*Puma concolor coryi*), West Indian manatee (*Trichechus manatus*), eastern black rail (*Laterallus jamaicensis*), Everglade snail kite (*Rostrhamus sociabilis plumbeus*), rufa red knot (*Calidris canutus rufa*), green sea turtle (*Chelonia mydas*), and Gulf sturgeon (*Acipenser oxyrinchus desotoi*). However, although these species are listed in IPaC, none of these species were observed during field reviews and no habitat is available for these species in the BSA. According to the FWC and FDACS, there are 12 state threatened animal species and eight state endangered plant species listed as potentially occurring on or near the Proposed Action area (**Table 14**), and two additional other species of concern listed as potentially occurring in or near the project area. In total, 23 federally or state-listed species or other species of concern have the potential to occur in or near the Proposed Action area, as summarized in **Table 14**.

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In addition to online data reviews and the most recent field review of the BSA, the Wildlife Hazard Assessment (WHA) (May 2018) and the SRQ WHMP were reviewed for historic observations of listed species at SRQ. While limited specific species location data was provided in the report during the WHA field observations conducted between September 2016 to August 2017, the following protected and listed species were observed at least once: southeastern American kestrel (*Falco sparverius*), bald eagle (*Haliaeetus leucocephalus*), black skimmer (*Rynchops niger*), Florida burrowing owl (*Athene cunicularia floridana*), Florida sandhill crane (*Antigone canadensis pratensis*), little blue heron (*Egretta caerulea*), osprey (*Pandion haliaetus*), roseate spoonbill (*Platalea ajaja*), and tricolored heron (*Egretta tricolor*).

The eastern indigo snake, listed as threatened by the USFWS, occurs in upland and wetland habitats and may utilize gopher tortoise burrows for shelter. No eastern indigo snakes or gopher tortoise burrows were observed during recent field surveys or the WHA, therefore, the likelihood of occurrence of the eastern indigo snake within the BSA is considered low.

The monarch butterfly is not currently listed under the ESA but is proposed for listing as a threatened species by the USFWS. The BSA lies within the species' migratory route, and vegetated ditches outside the airport may provide marginal habitat that could support milkweed (*Asclepias spp.*), which is used for egg-laying. FNAI records indicate no documented monarch butterfly occurrences within one mile of the BSA, and no individuals were observed during field surveys. Accordingly, the potential for occurrence of the monarch butterfly within the BSA is considered low.

A review of IPAC data states that three federally listed plant species, the aboriginal prickly-apple, pygmy fringe-tree, and the Florida perforate cladonia, have the potential to occur in the BSA; however, these three species require scrub habitat which is not present in the BSA.

Several state-listed species have the potential to occur within or near the BSA. The gopher tortoise (*Gopherus polyphemus*), Florida sandhill crane, Florida burrowing owl, southeastern American kestrel, black skimmer, and least tern (*Sternula antillarum*) are listed as threatened by FWC. In addition, the little blue heron, tricolored heron, reddish egret (*Egretta rufescens*), and roseate spoonbill are state-listed wading birds. Suitable foraging habitat for several of these species is present within open upland areas and wet ditches or canals in the BSA, and some species were observed during the WHA; however, no gopher tortoise burrows were identified during field reviews, and no active nesting activity for these species were observed.

During the April 2025 field review, no federally or state-listed species or other listed species of concern were observed within the BSA. No gopher tortoise burrows, which may be utilized either by the gopher tortoise or eastern indigo snake were observed within the BSA. Additionally, no osprey nests were observed within the BSA. Finally, the Audubon Florida Eagle Watch nest locator website indicates there are two documented nests within a one-mile buffer of the BSA. The closest documented nests are MN009 and MN083 which are located approximately 0.57 miles (~3,010 feet) and 0.45 miles (~2,376 feet) west and northwest, respectively, of the BSA. MN083 was occupied and MN009 nest status was unknown for 2025 (Audubon Florida, 2025). The USFWS Bald Eagle Monitoring Guidelines state that "human activities...have the potential to cause disturbance within 660 feet of an active nest" (USFWS, 2007). A primary buffer (330 feet) and secondary buffer (660 feet) are typically established to safeguard nests, eggs, nestlings, and adult eagles against harassment, disturbance, or destruction during adjacent construction

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projects and other human related activities. The BSA is located well outside of the 660-foot buffer for either known nest.

No designated critical habitat, national wildlife refuges, or fish hatcheries are documented within or adjacent to project boundaries.

TABLE 14. LISTED SPECIES POTENTIALLY LOCATED WITHIN BSA

Category	Scientific Name	Common Name	Federal Status ¹	State Status ^{2, 3}
Plants	Chionanthus pygmaeus	Pygmy fringe-tree	E	E
	Cladonia perforate	Florida perforate cladonia	E	E
	Eragrostis pectinacea var. tracyi	Sanibel lovegrass	NL	E
	Harrisia aboriginum	Aboriginal prickly apple	E	E
	Hypericum edisonianum	Edison's ascyrum	NL	E
	Lythrum flagellare	Lowland loosestrife	NL	E
	Nymphaea jamesoniana	Sleeping beauty waterlily	NL	E
	Rudbeckia nitida	St. John's black-eyed susan	NL	E
Reptiles	Drymarchon corais couperi	Eastern indigo snake	T	T
	Gopherus polyphemus	Gopher tortoise	NL	T
Insects	Danaus Plexippus	Monarch butterfly	PT	NL
Birds	Antigone canadensis pratensis	Florida sandhill crane	NL	T
	Athene cunicularia floridana	Florida burrowing owl	NL	T
	Egretta caerulea	Little blue heron	NL	T
	Egretta rufescens	Reddish egret	NL	T
	Egretta tricolor	Tricolored heron	NL	T
	Falco sparverius paulus	Southeastern American kestrel	NL	T
	Platalea ajaja	Roseate spoonbill	NL	T
	Rynchops niger	Black skimmer	NL	T
	Sternula antillarum	Least tern	NL	T
	Haliaeetus leucocephalus	Bald Eagle	NL ⁴	SOC ⁴
	Pandion haliaetus	Osprey	NL ⁵	SOC ⁵

T = Threatened; E = Endangered; NL = Not Listed; PT = Proposed Threatened; SOC = Species of Concern

¹ As listed by the USFWS in 50 Code of Federal Regulations (CFR) 17, updated August 2025, and USFWS IPaC Official Species List generated in April 2025 (**Appendix D**).

² Animal species listed by the FWC pursuant to Rules 68A-27.003 through 68A-27.005, F.A.C. (FWC, 2025).

³ Plant species listed by the FDACS pursuant to Chapter 5B-40, F.A.C., updated June 2025; and Endangered, FDACS Threatened and Commercially Exploited Plants of Florida (FDACS, 2025).

⁴ The bald eagle is neither state nor federally listed; however, this species is federally protected by the Bald and Golden Eagle Protection Act and the Migratory Bird Treaty Act. The bald eagle is also managed in Florida by the FWC's Species Action Plan for the Bald Eagle (FWC, 2017).

⁵ The osprey is neither state nor federally listed; however, this species is federally protected by the Migratory Bird Treaty Act. The osprey is included in FWC's Imperiled Species Management Plan (FWC, 2016).

4.3.2 ENVIRONMENTAL CONSEQUENCES

4.3.2.1 Significance Thresholds

As provided in FAA Order 1050.1G, a significant impact to biological resources would occur if USFWS or the National Marine Fisheries Service determines that an action would be likely to jeopardize the continued existence of a federally listed threatened or endangered species or result in the destruction or adverse modification of federally designated critical habitat. The FAA has not established a significance threshold for non-listed species. However, Appendix A of FAA Order 1050.1G identifies factors to consider when evaluating potential impacts to non-listed species, including whether an action could result in long-term or permanent loss of non-listed plant or wildlife species, substantial loss or fragmentation of native

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habitat, or adverse effects on species populations, reproductive success, mortality rates, or long-term viability.

4.3.2.2 No Action Alternative

Under the No Action Alternative, no concourse or terminal parking expansions would occur and SRQ would continue to operate under current conditions. SMAA would continue to carry out the measures outlined in the WHMP in order to minimize and/or eliminate hazardous wildlife on Airport property. Therefore, the No Action Alternative would have *no effect* on biological resources.

4.3.2.3 Proposed Action

4.3.2.3.1 Land Use and Vegetative Cover

Implementation of the Proposed Action would result in the conversion of approximately 2.8 acres of upland grassed and ornamental tree areas within the Airport vegetative community. No wetlands or surface water habitats would be converted. Common species of wildlife located on the project site may be displaced during construction activities. The effects would be temporary and most of the common wildlife species would likely relocate to nearby similar habitats. Additionally, the Proposed Action would be constructed entirely within the Airport footprint, on land that has been previously developed and provides minimal habitat for wildlife under the existing conditions. While migratory birds may be present in the landscaped areas at the Airport, these habitats are common throughout the surrounding area and do not provide unique or important migratory bird habitat. Any disturbance to migratory birds during construction would be temporary, and suitable habitat would remain available in the vicinity of the project site. No active migratory bird nests would be removed during the nesting season, and appropriate avoidance measures would be implemented if active nests are identified prior to construction. As such, no significant impacts to land use, vegetative cover, or migratory birds would occur.

Increased airport operations associated with the Proposed Action may cause noise or visual disturbance to adjacent habitats that could affect wildlife utilization over time. However, as noted above, the Proposed Action would occur entirely within the developed airport footprint, which provides limited wildlife habitat and transient wildlife present within the operations area have the ability to move to similar habitat further away. Proposed Action operations would be similar in nature to existing operations at the Airport, just more frequent.

4.3.2.3.2 Listed Species and Designated Critical Habitat

The potential effects of the Proposed Action on federally and state-listed species were assessed in the Biological Evaluation (**Appendix D**). The evaluation identified the eastern indigo snake and monarch butterfly as the only federally listed species with suitable habitat within the BSA. However, habitat for both species is limited, and neither species was observed during field surveys. Given the marginal habitat condition and the conservation measures incorporated into the Proposed Action, the FAA determined that the Proposed Action *may affect but is not likely to adversely affect* the federally listed eastern indigo snake and would have *no effect* on the monarch butterfly. For the eastern indigo snake, the project is consistent with the USFWS Eastern Indigo Snake Programmatic Effect Determination Key, which provides de facto concurrence with a “not likely to adversely affect” determination when applicable conservation measures

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are implemented (**Appendix D**). Therefore, no further coordination with USFWS is required for the species. Conservation measures for the eastern indigo snake are described in **Section 4.3.3.1**. *No adverse effect is anticipated* for several state-listed species that have been previously documented at SRQ but have limited suitable habitat within the BSA. Temporary construction- and operation-related noise and disturbance are not expected to adversely affect these species, and no suitable habitat would be directly impacted by the Proposed Action. The Proposed Action would have *no effect* on multiple federally and state-listed species due to a lack of suitable habitat within the BSA. As such, no consultation with the agencies is required. **Table 15** lists the FAA’s impact determination for federally and state-listed species.

The BSA was also evaluated for the occurrence of listed species critical habitat designated by Congress in accordance with 50 CFR Part 424. No designated critical habitat for any federally listed species occurs within the BSA; therefore, the Proposed Action will have *no effect* on critical habitat.

The Proposed Action would not jeopardize the continued existence of any federally listed species. It would not convert designated or proposed critical habitat. It would not have substantial impacts to non-listed species, or result in substantial loss, reduction, degradation, disturbance, or fragmentation of native species’ habitats or their populations. Conservation measures identified in the Biological Evaluation would be implemented to avoid or minimize potential effects to listed species. Therefore, in accordance with FAA Order 1050.1G, the Proposed Action would not have a significant impact.

TABLE 15. PROJECT IMPACT DETERMINATION ON LISTED SPECIES

Project Impact Determination	Federally Listed Species
“May affect, not likely to adversely affect”	Eastern indigo snake (<i>Drymarchon corais couperi</i>)
“No effect”	Pygmy fringe-tree (<i>Chionanthus pygmaeus</i>) Florida perforate cladonia (<i>Cladonia perforata</i>) Aboriginal prickly apple (<i>Harrisia aboriginum</i>) Monarch butterfly (<i>Danaus plexippus</i>) ¹ Florida bonneted bat (<i>Eumops floridanus</i>) Florida panther (<i>Puma concolor coryi</i>) West Indian manatee (<i>Trichechus manatus</i>) Eastern black rail (<i>Laterallus jamaicensis</i>) Everglade snail kite (<i>Rostrhamus sociabilis plumbeus</i>) Rufa red knot (<i>Calidris canutus rufa</i>) Green sea turtle (<i>Chelonia mydas</i>) Gulf sturgeon (<i>Acipenser oxyrinchus desotoi</i>)
Project Impact Determination	State-Listed Species
No adverse effect anticipated	Florida sandhill crane (<i>Antigone canadensis pratensis</i>) Florida burrowing owl (<i>Athene cunicularia floridana</i>) Little blue heron (<i>Egretta caerulea</i>) Tricolored heron (<i>Egretta tricolor</i>) Southeastern American kestrel (<i>Falco sparverius paulus</i>) Roseate spoonbill (<i>Platalea ajaja</i>) Black skimmer (<i>Rynchops niger</i>) Least tern (<i>Sternula antillarum</i>)
No effect anticipated	Sanibel lovegrass (<i>Eragrostis pectinacea</i> var. <i>tracyi</i>) Edison's ascyrum (<i>Hypericum edisonianum</i>) Lowland loosestrife (<i>Lythrum flagellare</i>) Sleeping beauty waterlily (<i>Nymphaea jamesoniana</i>) St. John's black-eyed susan (<i>Rudbeckia nitida</i>) Gopher tortoise (<i>Gopherus polyphemus</i>) Reddish egret (<i>Egretta rufescens</i>)

¹ Proposed Threatened; Anticipated “No Effect”

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4.3.3 IMPACT AVOIDANCE AND MINIMIZATION

If environmentally approved, the FAA will require the SMAA to satisfy applicable federal and state permit and mitigation requirements related to habitat loss and impacts on protected species. These measures are discussed in the following sections.

4.3.3.1 Federally Listed Species

Prior to and during construction, the SMAA will be required to implement the USFWS-approved *Standard Protection Measures for the Eastern Indigo Snake* (updated May 2024). These measures include:

- Before construction, inform all personnel about the federally protected eastern indigo snake and its appearance, emphasizing penalties under the ESA for harming or disturbing it.
- Before and during construction, post educational posters in visible locations on-site and in the field office until project completion.
- Before construction (and annually for multi-year projects), hold a training session to review snake identification, reporting procedures, and legal protections, and distribute educational pamphlets with color photos.
- Before daily work begins, inspect all construction and maintenance equipment for the presence of eastern indigo snakes.
- During construction, immediately stop all activities if an eastern indigo snake (alive, dead, or shed skin) is found, follow notification procedures, and contact the USFWS.
- During initial site clearing, assign an onsite observer to assess habitat and likelihood of eastern indigo snake presence (e.g., burrows, sheds, tracks).
- During construction, periodically check and replace posted materials and remind personnel of response procedures.
- During construction, use biodegradable, 100% natural fiber, net-free erosion control blankets to prevent wildlife entanglement.
- After construction, submit a monitoring report to the USFWS Field Office within 60 days of project completion, regardless of whether eastern indigo snakes were observed.

4.3.3.2 State-Listed Species

Impact avoidance and minimization measures for state-listed species include:

- Conduct pre-construction surveys within suitable habitat for the Florida burrowing owl and gopher tortoise. If any burrows are identified, SMAA will coordinate with the FWC prior to the start of construction.
- Retain open foraging areas within the Proposed Action area following construction to allow continued use by species such as the Florida sandhill crane, southeastern American kestrel, black skimmer, and least tern (*Sternula antillarum*).
- Avoid impacts to nesting and wetland habitats by limiting construction activities to areas lacking suitable nesting or marsh vegetation for species such as the Florida sandhill crane, little blue heron, reddish egret (*Egretta rufescens*), tricolored heron, roseate spoonbill, and southeastern American kestrel.

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- Implement the preferred project alternative to avoid impacts to surface waters and maintain suitable foraging habitat for wading bird species (little blue heron, reddish egret, tricolored heron, roseate spoonbill), as well as for the black skimmer and least tern.

4.3.3.3 Other Species of Concern

Avoidance, minimization, and mitigation measures for other species of concern include maintaining at least 660 feet from active bald eagle nests to prevent disturbance or harassment. No bald eagle nests occur within 660 feet of the Proposed Action area, as the nearest nest is approximately 0.45 miles away.

4.4 COASTAL RESOURCES

4.4.1 AFFECTED ENVIRONMENT

Coastal resources comprise any natural resources or natural environments occurring in coastal waters or adjoining shorelines and are primarily protected by the Coastal Zone Management Act (CZMA), as well as the Coastal Barrier Resources Act, which governs development within the Coastal Barrier Resources System (CBRS). The Florida Coastal Management Program (FCMP) implements these regulations within the state of Florida and encompasses the state's 67 counties and territorial seas. The FCMP is administered by eight state agencies and five water management districts. The FDEP Office of Intergovernmental Programs Florida State Clearinghouse is the entity charged with coordinating review of projects and activities in the state of Florida for consistency with the FCMP. Because the Proposed Action is located within two of Florida's 35 coastal counties, a federal consistency review and a state review is required. However, there are no coastal waters within or directly adjacent to SRQ, and the closest CBRS unit is located approximately 4.8 miles southwest of SRQ (FL-72P-Lido Key) (USFWS, 2025).

4.4.2 ENVIRONMENTAL CONSEQUENCES

Consistency with the FCMP involves the review and consideration of the 24 state Enforceable Policies that collectively provide the framework for the management of Florida's coastal resources. Project consistency information is coordinated with the FDEP Florida State Clearinghouse to determine if the state identifies any objections to the Proposed Action, or if there are any issues to consider during the environmental impact analysis process in order to determine FCMP consistency. The Florida State Clearinghouse coordinated a review of the Proposed Action and on February 9, 2026, found that the Project is consistent with the 24 state statutes protecting Florida coastal resources (**Appendix B**). The state's final concurrence will be determined during the environmental permitting process.

4.4.2.1 Significance Thresholds

Although the FAA has not established a significance threshold for coastal resource impacts, several factors were considered when evaluating potential impacts, including whether the Proposed Action would have the potential to:

- Be inconsistent with FCMP Enforceable Policies;
- impact a coastal barrier resource system unit;
- pose an impact to coral reef ecosystems;

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- cause an unacceptable risk to human safety or property; or
- cause adverse impacts to the coastal environment that cannot be mitigated.

4.4.2.2 No Action Alternative

Under the No Action Alternative, no concourse or terminal parking expansions would occur and SRQ would continue to operate under current conditions. Therefore, the No Action Alternative would have no impact on coastal resources.

4.4.2.3 Proposed Action

The Proposed Action would be subject to review and approval through the FCMP via issuance of an Environmental Resource Permit (ERP) by the Southwest Florida Water Management District (SWFWMD) prior to construction. The ERP regulates activities involving construction, operation, alteration, abandonment, or removal of any surface waters, including retention areas, drainage swales, detention ponds, and wetland areas to prevent flooding and improve water quality. The ERP is also required for increases, decreases, or diversions of stormwater runoff. Authorization of the ERP by the SWFWMD ensures compliance with state environmental standards and FCMP policies (FDEP, 2023).

Construction activities would implement standard erosion and sedimentation control measures and BMPs to minimize potential impacts to surface waters and other environmental resources included in the FCMP's Enforceable Policies. As such, any potential impacts from the construction of the Proposed Action would remain below levels of significance and be consistent with the FCMP. Construction of the Proposed Action would not affect coastal barrier resources or coral reef ecosystems. Operation of the Proposed Action would not cause direct impacts to coastal resources or other resources protected under the FCMP. There would be no unacceptable risk to human safety or property as a result of the Proposed Action. Overall, the Proposed Action would not result in significant impacts to coastal resources.

4.4.3 IMPACT AVOIDANCE AND MINIMIZATION

No significant coastal resources impacts are anticipated; therefore, no mitigation measures are warranted. Implementation of ERP requirements prior to and during construction would inherently avoid or minimize potential effects. Impact avoidance and minimization measures implemented for other environmental resources as described throughout Section 4 of this EA would ensure consistency with the FCMP Enforceable Policies during operation of the Proposed Action.

4.5 DEPARTMENT OF TRANSPORTATION SECTION 4(F) RESOURCES

Section 4(f) of the U.S. DOT Act of 1966 (now codified at 49 U.S.C. § 303) protects significant publicly owned parks, recreational areas, wildlife and waterfowl refuges, and public and private historic resources. Section 4(f) applies when a transportation project would result in the use of a protected resource. Use may occur through a physical use, defined as the permanent incorporation of land from a Section 4(f) property into a transportation facility, or through a constructive use, which occurs when a project's proximity impacts (such as noise, visual intrusion, or access restrictions) substantially impair the protected activities, features, or attributes that qualify the resource for Section 4(f) protection.

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The Secretary of Transportation may not approve a transportation program or project requiring the use of Section 4(f) properties, unless:

- There is no feasible and prudent alternative to use of such land, and
- the program or project includes all possible planning to minimize harm to the park, recreation area, wildlife and waterfowl refuge, or historic site resulting from the use.

Additionally, Section 6(f) of the Land and Water Conservation Fund (LWCF) Act (54 U.S.C. §§200301 et seq.) prohibits the conversion of land acquired or developed with LWCF funds to non-recreational purposes without approval from the National Park Service. This protection ensures that federal investments in outdoor recreation are maintained for public use.

4.5.1 AFFECTED ENVIRONMENT

No Section 4(f) or Section 6(f) properties are located within or adjacent to the DSA. However, two National Register of Historic Places (NRHP)-eligible properties and one NRHP-eligible historic district are located within the APE for cultural resources (**Figure 13**). The Caples-Ringling Estates Historic District (FMSF #SO00394) and Pei Residence Halls (FMSF #SO07079) are located approximately 0.1 miles west of the project area and Kreissle Forge (FMSF #MA00984) is located approximately 1.0 mile north-northwest of the DSA. The nearest publicly owned Section 4(f) properties are North Water Tower Park located approximately 0.6 miles south of the DSA, Sapphire Shores Park located approximately 0.8 miles southwest of the DSA, and McArthur Park located approximately 1.7 miles north of the DSA. The nearest Section 6(f) properties are Waterfront Park located approximately 3.0 miles south of SRQ, and Jiggs Landing located approximately 3.0 miles northeast of SRQ.

4.5.2 ENVIRONMENTAL CONSEQUENCES

4.5.2.1 Significance Thresholds

As defined in FAA Order 1050.1G, a significant impact to Section 4(f) resources would occur if the action involves more than a minimal physical use of a Section 4(f) resource, or constitutes a constructive use that substantially impairs the activities, features, or attributes of the Section 4(f) resource. If Section 4(f) property is used, the FAA is responsible for complying with Section 4(f) even if the impacts are less than significant for NEPA purposes.

4.5.2.2 No Action Alternative

Under the No Action Alternative, no concourse or terminal parking expansions would occur and SRQ would operate under current conditions. Therefore, the No Action Alternative would have no impact on Section 4(f) or Section 6(f) resources.

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4.5.2.3 Proposed Action

4.5.2.3.1 Physical Use

Physical use of Section 4(f) or Section 6(f) land would occur if the Proposed Action would involve an actual physical taking of Section 4(f) or Section 6(f) property through purchase of land or a permanent easement, physical occupation of a portion or all of the property, or alteration of structures or facilities on the property. There are no Section 4(f) or Section 6(f) resources within the DSA; therefore, no physical taking or occupancy of any resources would occur.

4.5.2.3.2 Constructive Use

Occasionally a project's proximity impacts are so severe that the activities, features, or attributes that qualify the property for protection under Section 4(f) or Section 6(f) are substantially impaired. Substantial impairment occurs only when the protected activities, features, or attributes of the Section 4(f) or Section 6(f) property that contribute to its significance or enjoyment are substantially diminished. This means that the value of the property, in terms of its prior significance and enjoyment, is substantially reduced or lost.. Therefore, an evaluation of the Proposed Action's indirect effects in the following areas is necessary to ascertain whether a constructive use of any Section 4(f) or Section 6(f) land in the proximity of SRQ would occur:

- **Air Quality:** Construction emissions would occur but are temporary in nature and would not create a significant or lasting impact on air quality in the area. Operational emissions would increase at SRQ due to the Proposed Action. Sensitive receptors to air pollution in the vicinity of the Airport (i.e., Section 4(f) or Section 6(f) properties) are of sufficient distance from SRQ emissions sources, such that the likelihood for any localized increases in air concentrations due to the Proposed Action to affect the use of a Section 4(f) or Section 6(f) resource is unlikely.
- **Noise:** Analysis of predicted noise levels at Section 4(f) and Section 6(f) resources identified for this EA (see **Section 4.4**) indicates that only minor and insignificant noise increases would occur with the Proposed Action compared to the No Action Alternative. Aircraft noise at Section 4(f) and Section 6(f) resources would remain fully compatible with land use compatibility guidelines established at 14 CFR Part 150.

Based on these findings, no constructive use of nearby Section 4(f) or Section 6(f) lands is expected with the Proposed Action. Therefore, the Proposed Action would not exceed impact thresholds identified in FAA Order 1050.1G that would result in a significant impact.

4.5.3 IMPACT AVOIDANCE AND MINIMIZATION

The Proposed Action would not affect Section 4(f) or Section 6(f) resources; therefore, mitigation measures are not warranted.

4.6 HAZARDOUS MATERIALS, SOLID WASTE, AND POLLUTION PREVENTION

Environmental records from federal and state environmental databases, as well as airport records, were researched to identify potential contamination or hazardous materials presence at SRQ (EDR, 2025).

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Available historical aerial photographs were also collected and evaluated. The results of the evaluation are presented in the following sections.

4.6.1 AFFECTED ENVIRONMENT

The results of the environmental records searches described above are depicted graphically on **Figure 12**. Results are also described in **Table 16** for those records that likely occur in the vicinity of the Airport based on best available geographic data. Based on the records search, 33 environmental records exist within one-quarter mile of the DSA (**Table 16**). Most of these records are former aboveground storage tank (AST) or underground storage tank (UST) facilities at SRQ with past petroleum releases that have been remediated and closed. Active fuel storage tanks, asbestos abatement projects, and other managed sites are also present. The nearest site on the USEPA's National Priority List (NPL) for cleanup activities is site number FLN000410232 located approximately 20 miles away from the Proposed Action site (USEPA, 2025c). There are also multiple active National Pollutant Discharge Elimination System (NPDES) permits tied to recent and ongoing airport infrastructure projects in the vicinity of the DSA.

TABLE 16. ENVIRONMENTAL RECORDS

Map IDs	Site Name	Database	Description
A4; A7	SRQ	FL LUST, FL UST	Former UST sites at SRQ where historical gasoline releases were fully remediated and the facility is now closed.
A9; A16	SRQ	FL ASBESTOS	Asbestos renovation projects completed between 2013 and 2018, with waste properly disposed of offsite at a licensed recycling and disposal facility.
A11	SRQ	FL LUST, FL UST, FL DWM CONTAM	Former SRQ UST facility with gasoline and diesel tanks installed in the 1970s and removed by 1989. A 1988 petroleum release was remediated, and cleanup was completed in 2023.
A14; A18	SRQ	FL LUST, FL UST, FL DWM CONTAM, UST FINDER	SRQ Terminal UST facility with one 2,500-gallon tank for emergency generator fuel storage. A petroleum discharge on 9/23/2020 into the soil triggered a cleanup; the site was conditionally closed in 2022.
A15	J & J Fuels	FL LUST, FL UST	Former J & J Fuels bulk storage facility with four 10,000-gallon fuel tanks had a 1990 release that was remediated; the site closed in 2020.
A19	SRQ	FL SWF/LF, FL ASBESTOS, FL CLEANUP SITES, FL DWM	A pre-authorized Disaster Debris Management Site with multiple asbestos demolition projects (2018-2023).
A20	SRQ	FL LUST, FL UST	Former SRQ UST facility with a 10,000-gallon gasoline tank, impacted by a 1988 petroleum release that affected soil and groundwater, remediated completely in 2021 under the Early Detection Incentive program, and now closed.
E	SRQ, Hertz Rent A Car, Budget Site #1917	FL LUST, FL LAST, FL UST, FL AST, FL CLEANUP SITES, FL DWM CONTAM, TIER 2	Multiple former and active petroleum storage sites associated with SRQ have involved past discharges and ongoing or completed remediation efforts for soil and groundwater contamination under state environmental oversight programs.

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Map IDs	Site Name	Database	Description
U	SRQ, American Airlines, Inc., Delta Air Lines Inc., Transportation Security Administration (TSA)	FL UST, HMIRS, RCRA-VSQG, E MANIFEST	This site at SRQ involves former underground fuel storage operations and current airline activities regulated for hazardous materials and small-quantity hazardous waste generation. There are records of minor fuel-related incidents, waste handling, and compliance oversight for aviation-related operations.
AK; R; 247	SRQ Aircraft Fuel Farm, Menzies Aviation- Sarasota Fuel Farm, Aircraft Service International Group	FL LAST, FL CLEANUP SITES, FL DWM CONTAM, FL AST, FL TIER 2	Fuel Farm site is a bulk petroleum storage facility operated by the SMAA. The site contains multiple ASTs and USTs for jet fuel, diesel, and unleaded gasoline, and has been monitored under Florida's petroleum contamination program.
AV	Aircraft Service International Group, Enterprise Rent A Car	FL LUST, FL UST, FL ASBESTOS, FL DWM CONTAM, HAZ WASTE, FL TIER 2, UST FINDER, UST FINDER RELEASE	Former fuel storage and handling site within the SRQ area that previously housed underground tanks and fuel operations. All facilities are now inactive, with past environmental issues resolved and no ongoing contamination or regulatory concerns.
AU; 323	Avis Rent A Car System, Servisair	FL DWM CONTAM, FL LUST, FL UST, FL NPDES, FL TIER 2, FL HAZ WASTE, PFAS ECHO	Former Avis Rent A Car facility at SRQ, formerly storing gasoline in USTs, with past petroleum releases (1995) affecting soil and groundwater; the site has been fully remediated (2021), is closed, and currently does not generate hazardous waste.
BG	SRQ Facilities Parking Lot, Facilities Building SMAA, Alamo Rent A Car	FL NPDES, FL LUST, FL UST, FL AST, FL DWM CONTAM, TIER 2, UST FINDER, UST FINDER RELEASE	Active state government facility at SRQ, managed by the SMAA, with a permitted construction dewatering operation, currently in compliance and operational under state regulatory oversight. Additionally, former and active AST and UST sites at Alamo Rent-A-Car.
AW	Hertz Rent A Car, Hertz-SRQ- RAC-1316, Gasoline Release-OER 2020-31-66628Z, Avis Rent A Car System LLC, National Car Rental, Budget Rent A Car Systems	FL TIER 2, UST FINDER, UST FINDER RELEASE, FL DWM CONTAM, FL RESP PARTY, FL ERIC WASTE CLEANUP, FL HAZ WASTE	Former rental car facilities at SRQ have operated, or currently operate, high-volume fuel and oil USTs and ASTs. Historically, this has been an active chemical storage site. The site has experienced multiple petroleum releases and is undergoing ongoing cleanup and assessment under the Responsible Party program.
BH	Advantage Rent A Car, Advantage Auto Group, DTG Operations Inc., Dollar Thrifty Car Rental, Dollar Rent A Car	FL HAZ WASTE, FL TIER 2, FL AST	Rental car facilities at SRQ operated, now removed, fuel ASTs. It was verified as a non-hazardous waste generator with Tier II chemical storage reporting.
BF	Avis/Budget Group, Budget Rent A Car System Inc., Cracker Barrel/Carmon's Cleaners	FL HAZ WASTE, FL TIER 2, UST FINDER, UST FINDER RELEASE, FL DWM CONTAM, FL ERIC WASTE CLEANUP	The Budget/Avis facility generates non-hazardous waste, reports fuel storage under Tier II, and has closed former USTs. Nearby, the Cracker Barrel/Carmon's Cleaners site was remediated and is now closed.

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Map IDs	Site Name	Database	Description
BV	Vanguard Car Rental, Alamo/National Car Rental,	FL HAZ WASTE, FL TIER 2	Rental car facilities at SRQ with gasoline USTs, reporting Tier II chemical inventories and maintaining compliance with hazardous waste regulations as a non-hazardous waste generator.
507	Springhill Suites by Marriott	FL HAZ WASTE	Active hotel that generates waste but is not classified as a hazardous waste generator.
525; 530	Residence Inn by Marriott; Sleep Inn	FL HAZ WASTE	Active hotels classified as VSQGs.
BE	SRQ Sassman Dump, SRQ "Hot Drill" Area	FL RESP PARTY, FL DWM CONTAM, FL RESP PARTY, FL ERIC WASTE	Sites underwent remediation of historical contamination under FDEP's Responsible Party Cleanup program; cleanup activities are now complete.
AX	Sarasota Dolomite Quarry, New College of Florida	FL RGA LUST, UST FINDER, UST FINDER RELEASE, FL LUST, FL UST, FL AST, FL DWM CONTAM, MINES MRDS, FL TIER 2	New College of Florida campus historically operated several fuel ASTs and USTs. Two petroleum releases from the early 1990s were fully remediated. Overlapping is a former dolomite quarry site noted in U.S. Geological Survey mineral records, indicating past industrial and educational land uses with no active environmental concerns.
BR	Sarasota Classic Car Museum	FL ASBESTOS, FL HAZ WASTE	Car Museum underwent an asbestos abatement project in 2024 and is currently classified as a VSQG.
AD	New College of Florida, J & J Fuels	RCRA-SQG, E MANIFEST, FL HW GEN, FL TIER 2, FL SPILLS 90	New College of Florida in Sarasota operates as a VSQG. Nearby, J & J Fuels had fuel spills that were cleaned up and monitored; the site is now inactive.
AG	J & M Food Mart Inc., Airport Shell, Circle K, New College of Florida, Ringling Museum-Energy Center	FL RGA LUST, UST FINDER, UST FINDER RELEASE, EDR Hist Auto, FL LUST, FL UST, FL DWM CONTAM, FL TIER 2, FL HAZ WASTE, ERNS, FL AST	Retail and fuel services located at SRQ operate fuel USTs, and have experienced multiple releases. All required cleanup activities have been completed. New College of Florida in Sarasota is a Tier II reporting facility and an SQG. Ringling Museum Energy Center operates an AST with spill containment and monitoring systems for emergency generator use.
361	New College of Florida	FL ASBESTOS	Asbestos renovation project at New College of Florida's Reichert Residence.
BY	Ringling Museum of Art, Ringling Museum - Waterfront Enhancement Project, Asian Art Study Center	ERNS, RCRA-VSQG, FL TANKS, FL HAZ WASTE, FL ASBESTOS, FL UST, FL AST, FL SPILL, UST FINDER	The Ringling Museum of Art operates fuel storage tanks and is a VSQG with a history of RCRA compliance actions. Asbestos renovation waste was managed by a licensed contractor at both the museum and the nearby Asian Art Study Center.

RCRA = Resource Conservation and Recovery Act; SQG = Small Quantity Generator; VSQG = Very Small Quantity Generator
Source: (EDR, 2025)

4.6.2 ENVIRONMENTAL CONSEQUENCES

4.6.2.1 Significance Thresholds

The FAA has not established a significance threshold for hazardous materials, solid waste, and pollution prevention. However, FAA Order 1050.1G identifies factors to consider when evaluating potential impacts, including whether an action could violate applicable federal, state, tribal, or local regulations; involve a

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contaminated site; generate substantially different quantities or types of hazardous or solid waste; require changes in waste handling or disposal methods; or result in adverse effects on human health or the environment.

4.6.2.2 No Action Alternative

Under the No Action Alternative, no concourse or terminal parking expansions would occur and SRQ would operate under current conditions. As a result, there would be no change in the handling, storage, use, or disposal of hazardous materials, no increase in the generation of hazardous or solid waste, and no changes to existing waste management practices. Therefore, the No Action Alternative would have no impact on hazardous materials, solid waste, or pollution prevention.

4.6.2.3 Proposed Action

During construction, contractor staging areas would be located at various locations in the DSA. The staging areas would likely include portable ASTs for fuel storage, as well as the use of lubricants, paints, and solvents. The construction contractor(s) would be required to develop plans to prevent accidental releases to the environment and to minimize the environmental impact, should they occur.

Based on review of environmental records, 15 compliance records (see **Figure 12**) are located within 150 feet of the DSA. These records primarily document historical fuel storage, petroleum releases, and asbestos renovation activities at SRQ. Some fuel storage sites experienced minor petroleum releases in the past, but these sites have completed remediation under state oversight programs and are now closed or in compliance. Overall, these records reflect routine regulatory compliance and remediation of historical conditions, with no evidence of ongoing contamination or uncontrolled releases that would present an environmental concern.

Because the Proposed Action does not include demolition of existing structures, it is expected that construction activities would generate minimal construction and demolition debris. Debris and wastes that could be generated during the construction of the new building and pavements would be recycled where possible, and whatever could not be recycled would be disposed at a permitted landfill. Land clearing and grading activities associated with the Proposed Action would potentially generate minimal vegetation and substrate debris that would be recycled. Clearing debris that cannot be recycled would be disposed of at a permitted landfill.

Sarasota and Manatee counties operate the Sarasota Central County Solid Waste Disposal Complex and the Manatee County Lena Road Landfill, respectively. These facilities accept a wide range of materials and waste including residential, municipal, and commercial garbage, and construction and demolition debris (Manatee County, 2025; Sarasota County, n.d.). In 2020, the Sarasota County Commissioners voted to double the height of the Sarasota Central County Solid Waste Disposal Complex, which would provide capacity at the landfill until 2072 (Hackney, 2020). The Manatee County Lena Road Landfill is expected to have capacity through 2058 (Dwyer, 2025). Therefore, between the existing local landfills, non-recyclable construction debris produced from the Proposed Action should not impact overall landfill capacity.

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In general terms, management and handling of solid wastes and hazardous materials generated during the construction phase of any project would comply with all applicable federal, state, and local regulations. Construction waste not diverted, recycled, or re-used would be transported to and disposed of in local permitted construction/demolition waste facilities or in local waste-to-energy plants following applicable state and local requirements. Construction contractor(s) would be required to develop pollution prevention, spill prevention, and response plans documenting the measures that would be taken to prevent accidental releases to the environment and, should they occur, the actions that would be undertaken to minimize the environmental impact.

The Proposed Action would not enable new activity types or require the use of any new regulated materials at SRQ and would not generate a considerable or appreciable amount of hazardous materials or solid waste. The use of fuel and other regulated substances such as lubricants and cleaning solvents that are necessary for routine operations at the Airport would increase accordingly with the forecasted growth in operations at the Airport associated with the Proposed Action. Regulated substances used and wastes generated at SRQ would be stored, managed, and disposed in accordance with all applicable federal, state, and local regulations. The Airport currently maintains a Stormwater Pollution Prevention Plan (SWPPP) in compliance with the requirements of the Airport's NPDES Multi-Sector Generic Permit. The SWPPP includes BMPs to address pollutants from industrial sources. Aviation-related tenants would, in most cases, be required to develop site-specific pollution prevention plans (i.e., Spill Prevention Control and Countermeasures Plan [SPCCP]) documenting the measures that would be taken to prevent accidental release to the environment and, should they occur, the corrective actions that are in place to minimize the environmental impacts. In addition to site-specific pollution prevention plans, all operations at SRQ must adhere to the procedures and responsibilities outlined in the Airport Emergency Plan (SRQ, 2026).

Construction activities would involve typical staging areas and the use of fuels and other regulated materials that would be managed under required spill prevention and pollution control plans to avoid accidental releases. Based on review of available environmental records and historical aerial photography, the majority of environmental contamination events or compliance issues documented at SRQ are historical or otherwise minor in nature. No sites on or around SRQ are listed on the NPL of contaminated sites. Construction and land-clearing activities would generate minimal debris, all of which would be recycled where feasible or disposed of at local landfills with long-term available capacity. The operation of the Proposed Action would not introduce new hazardous materials or substantial waste streams, and all regulated substances would continue to be handled in accordance with applicable federal, state, and local requirements. Therefore, based on the above considerations, the Proposed Action is not expected to cause significant impacts to hazardous materials, solid waste, or pollution prevention.

4.6.3 IMPACT AVOIDANCE AND MINIMIZATION

The Proposed Action is not anticipated to result in significant hazardous material impacts. Therefore, mitigation measures are not warranted and have not been identified in this EA. If previously unknown contaminants are discovered during construction activities, or a spill occurs during construction, construction contract provisions would specify that work would stop until the National Response Center is notified. Depending on the parameters of potential soil contamination, the soil could be reused on-site.

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4.7 HISTORICAL, ARCHITECTURAL, ARCHAEOLOGICAL, AND CULTURAL RESOURCES

Section 106 of the NHPA of 1966 (16 U.S.C. 470f) requires that federal agencies consider the effect of their undertakings on any site that is included in or eligible for inclusion in the NRHP. Regulations published at 36 CFR Part 800 define the measures to be used to identify and mitigate impacts to such historic or culturally significant properties. The APE for historic and cultural resources includes the 59-acre DSA and a quarter-mile buffer for visual impacts associated with construction (**Figure 13**). The APE also includes locations within the 65 dB contour for noise impacts, which are discussed further in **Section 4.9**.

The Proposed Action has been evaluated in compliance with Section 106 of the National Historic Preservation Act. Section 106 correspondence with the SHPO is provided in **Appendix B**.

4.7.1 AFFECTED ENVIRONMENT

The Proposed Action would be located in a previously developed area including aircraft movement, terminal building, parking, and landscaped areas. An archaeological and historical information search within one mile of SRQ was conducted to determine locations of recorded resources within or near the airport. This included a search of the Florida Master Site File (FMSF), NRHP nomination forms, and cultural resource management reports on file at the Florida Division of Historic Resources in Tallahassee. This search identified 36 historic structures within the APE. Of these structures, 29 are ineligible for listing on the NRHP. Two structures, Kreissle Forge (FMSF #MA00984) and the Pei Residence Halls (FMSF #SO07079) are eligible for listing in the NRHP (**Table 17** and **Figure 13**). The five remaining structures are potential contributors to the Caples-Ringling Estates Historic District (FMSF #SO00394) that have not been evaluated by the SHPO. The Caples-Ringling Estates Historic District is the only NRHP-eligible historic district located in the APE.

TABLE 17. PREVIOUSLY RECORDED CULTURAL RESOURCES

Category	FMSF Site ID	Name	Description	Temporal Affiliation	SHPO Evaluation
Historic Structure	MA00984	Kreissle Forge	Masonry Vernacular	1947	Eligible for NRHP
	SO07079	Pei Residence Halls	Mid-Century Modern ca. 1940s-early 1960s	1965	Eligible for NRHP
	SO12388	Hamilton Center	Mid-Century Modern ca. 1940s-early 1960s	1967	Not Evaluated; Potential contributor to NR district
	SO12389	Hamilton Classroom Building	Mid-Century Modern ca. 1940s-early 1960s	1967	Not Evaluated; Potential contributor to NR district
	SO12440	Elaine & Harvey Rothenberg Residence Hall	Mid-Century Modern ca. 1940s-early 1960s	1965	Not Evaluated; Potential contributor to NR district

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Category	FMSF Site ID	Name	Description	Temporal Affiliation	SHPO Evaluation
Historic Structure	SO12441	5650 N Tamiami Trail, Building 5809	Mid-Century Modern ca. 1940s-early 1960s	1965	Not Evaluated; Potential contributor to NR district
	SO12442	Gordon E. Michalson Jr. Residence Hall	Mid-Century Modern ca. 1940s-early 1960s	1965	Not Evaluated; Potential contributor to NR district
Historic Resource Group	SO00394	Caples-Ringling Estates Historic District	FMSF Building Complex	1911	Eligible for NRHP

SHPO = State Historic Preservation Office; Source: (FMSF, 2025)

4.7.2 ENVIRONMENTAL CONSEQUENCES

On August 7, 2024, FAA requested a SHPO review of the Proposed Action in order to determine if a Phase I Cultural Resource Assessment Survey would be required to satisfy the requirements of Section 106 of the NHPA (see **Appendix B**). On August 13, 2024, the SHPO responded with the conclusion that the Proposed Action would have no effect on historic properties and requested adherence to the conditions regarding inadvertent discoveries outlined in **Section 4.7.3**. This finding of no effect was also confirmed during the Florida State Clearinghouse review of the Proposed Action in February 2026.

4.7.2.1 Significance Thresholds

The FAA has not established a significance threshold for historical, architectural, archaeological, and cultural resources. Instead, the FAA is required to consider the impacts of any action that would result in a finding of adverse effect to historic properties through the Section 106 process. Though an action may result in a finding of adverse effect through the Section 106 process, an adverse effect finding does not automatically correlate with a significant impact.

4.7.2.2 No Action Alternative

Under the No Action Alternative, no concourse or terminal parking expansions would occur and SRQ would operate under current conditions. Therefore, the No Action Alternative would have *no effect* on historical, architectural, archaeological, or cultural resources.

4.7.2.3 Proposed Action

No historical, architectural, archaeological, or cultural resources have been identified within the DSA. Therefore, construction would not directly impact such resources. Air quality impacts from construction of the Proposed Action would be temporary in nature, and would have *no effect* on protected resources within the APE (Kreissle Forge, the Pei Residence Halls, and the Caples-Ringling Estates Historic District). Although Kreissle Forge is located adjacent to SRQ property, it is approximately 1.0 mile from the DSA and would not be impacted by the temporary construction emissions. The Pei Residence Halls, located on the New College of Florida campus, are approximately 600 feet from the DSA, while the Caples-Ringling Estates Historic District is located approximately 1,000 feet from the DSA on the opposite side of U.S. Highway 41/Tamiami Trail. At these distances, and given the temporary and localized nature of

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construction activities, no impacts from temporary construction emissions are anticipated. Construction noise would also attenuate at these distances, as discussed in **Section 4.9.2.3**. Any viewshed or aesthetic impacts during construction would be temporary and would not diminish the integrity of resources within the APE or affect their eligibility for potential future listing on the NRHP.

Operation of the Proposed Action would not cause direct impacts to any historical, architectural, archaeological, or cultural resources. No structures within the APE would incur viewshed or aesthetic impacts that would impact their integrity for potential future listing to the NRHP. Potential indirect impacts to identified resources could occur through incremental increases in operational air emissions from aircraft, GSE, and surface traffic activity, or from changes in noise exposure associated with increased aircraft activity. However, the anticipated increase in air emissions would represent a marginal increase over existing regional emissions. Similarly, while aircraft activity would increase, changes in noise exposure are anticipated to be minimal and would not substantially alter existing noise conditions. Impacts to noise sensitive sites are discussed further in **Section 4.9.1.1**. Overall, there would be *no effect* to cultural resources as a result of air emissions and noise exposure associated with the operation of the Proposed Action. Because the Proposed Action would result in a finding of no effect to cultural resources under Section 106, it would not result in significant impacts to cultural resources.

4.7.3 IMPACT AVOIDANCE AND MINIMIZATION

Because there are no historic, architectural, archaeological, or cultural resources identified within the DSA, it is unlikely that the Proposed Action would have an adverse impact on any such resources. Therefore, no impact avoidance, minimization, or mitigation measures are warranted or included in this EA. Additionally, the Proposed Action would be constructed on previously developed land that has been subject to extensive fill and grading activities. No historical or cultural resources have been discovered during previous excavation, fill, grading, and related development activities in the APE. However, there may still be potential to encounter prehistoric or historic artifacts or physical remains that could be associated with Native American, early European, or American settlement during construction. If these items are encountered at any time within the Proposed Action area, all ground disturbing activities in the vicinity of the discovery would cease. Responsible parties would contact the Florida Division of Historic Resources, Compliance Review Section. Project activities would not resume without verbal or written authorization. If unmarked human remains are encountered during permitted activities, all work would stop immediately and the proper authorities notified.

4.8 NATURAL RESOURCES AND ENERGY SUPPLY

4.8.1 AFFECTED ENVIRONMENT

Construction of the Proposed Action would require commonly available natural resources and construction materials, including asphalt and road subbase for approximately 56,150 square feet of roadways and ramps, and structural concrete for approximately 72,000 square feet of terminal expansion and 288,000 square feet of parking garage construction. Wood consumption would be negligible because wood would not be a primary construction material. These materials and resources are readily available from commercial suppliers within the region.

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Florida Power and Light supplies electricity to SRQ and the surrounding communities, and has a net generating capacity of 33,276 megawatts. The Florida Public Service Commission's *Review of the 2025 Ten Year Site Plans of Florida's Electric Utilities* did not identify any concerns with Florida Power and Light's ability to maintain an adequate supply of electricity (FPSC, 2025). Power service is available throughout the aviation and non-aviation parcels at the Airport. Power is distributed from the main transformer to the terminal, the air traffic control tower, the airfield electrical vault, and throughout the aviation and non-aviation parcels at the Airport.

Water service for the Airport is provided by the Manatee County Utilities Department. Potable water is a blend of purified groundwater and purified surface water. Ground water is pumped from the Floridian Aquifer from seven 1,200-foot-deep wells in eastern Manatee County. This water is pumped through 36-inch pipe for 13 miles to the Manatee County Water Purification Plant. Surface water is taken from the Lake Manatee Reservoir in central Manatee County (Manatee County, 2024). Manatee County Water Purification Plant has a rated capacity of 84,000,000 gallons per day (Southwest Florida Water Management District, 2004). Water is distributed throughout the Airport by three water mains that tie into the county utility piping system.

Existing sanitary sewer services for the Airport are also provided by Manatee County Utilities Department. The sanitary waste from the terminal area, east side development and northern development is collected by three separate gravity-fed sewer systems. Each system drains to its dedicated lift station, which conveys sanitary flows to the treatment plant via force main. The southern lift station is located near the shade parking lot, the eastern system drains to a lift station located just east of Ross Aviation Jet Center, and the northern system drains to a lift station just north of Ross Aviation North. A lift station was recently installed at Clyde Jones Road that pumps the Northwest Quadrant area to a county sewer line that parallels Tallevast Road. Development on the west side of the Airport is collected by three separate gravity-fed sewer systems. The system drains to a lift northwest of Dolphin Aviation via gravity main.

4.8.2 ENVIRONMENTAL CONSEQUENCES

4.8.2.1 Significance Thresholds

The FAA has not established a significance threshold for natural resources or energy supply. However, Appendix A of FAA Order 1050.1G identifies factors to consider when evaluating potential impacts, including whether an action could cause demand to exceed available or planned future supplies of natural resources or energy, or adversely affect existing federal, tribal, state, or local resource planning efforts.

4.8.2.2 No Action Alternative

Under the No Action Alternative, no concourse or terminal parking expansions would occur and SRQ would operate under current conditions. There would be no impacts to natural resources or energy supply.

4.8.2.3 Proposed Action

Construction activities associated with the Proposed Action would require common materials such as asphalt, aggregate (subbase), concrete, topsoil, and fill material. Construction contractors would procure materials from established suppliers in accordance with applicable industry standards and project

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specifications, and material demand associated with the Proposed Action would represent a small fraction of regional production and supply capacity. Therefore, the Proposed Action would not create a demand for construction materials that would be in short supply, produce scarcity of high-commodity resources, or deplete rare or valuable sources of raw materials unique to the area.

Minor, temporary service disruptions to utilities within the Proposed Action area could occur while new utilities are being connected; however, these disruptions would be minimized by ensuring that existing utilities remain operational until the new utilities are ready to be connected. End users would also be given advanced notice of any anticipated disruptions. No service disruptions would be anticipated for users located outside the Proposed Action area.

A negligible amount of water would be required during construction for activities such as dust suppression and concrete mixing. Operationally, the Proposed Action would marginally increase demand for potable water, sewer services, electricity and other utilities at SRQ because the number of employees and passengers per day at SRQ is expected to increase. However, this increased demand would remain within existing system capacities and would be consistent with the airport's planned growth. SRQ would continue to receive potable water and sanitary water services from the Manatee County Utilities Department and electrical services from Florida Power and Light. Utility services would connect to existing lines and service points near the Proposed Action.

The expansion of aircraft and parking infrastructure from the Proposed Action is anticipated to indirectly increase jet fuel consumption at SRQ as it would allow for greater aircraft arrival and departure capabilities on-site. However, this increase in aircraft traffic and jet fuel consumption would be consistent with the planned expansion and growth of SRQ. Therefore, there are no supply/demand system concerns or impacts anticipated as a result of the Proposed Action. Accordingly, the Proposed Action is not expected to result in significant impacts to natural resources and energy supply.

4.8.3 IMPACT AVOIDANCE AND MINIMIZATION

Because the Proposed Action would not cause demand for energy or natural resources that would exceed available or future supplies, mitigation measures are not warranted. To the extent applicable and practical, SMAA would consider design measures that reduce energy consumption and water consumption, and would apply sustainable construction and engineering practices wherever feasible.

4.9 NOISE AND NOISE-COMPATIBLE LAND USE

For aviation noise analysis, the FAA has determined that the noise exposure from aviation activities must be established in terms of yearly day-night average sound level (DNL), which is used as FAA's primary metric. DNL is a 24-hour time-weighted-average noise metric expressed in A-weighted decibels (dBA). DNL accounts for the noise levels of all individual aircraft events, the number of times those events occur, and the time of day at which they occur. It is important to note that the DNL metric represents a daily average (annual aircraft operations averaged over a 365-day period). Sound levels from individual aircraft overflights can be less or more loud at a given location and noise can be experienced further away from the Airport.

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DNL has two time periods: daytime (7:00 a.m. to 10:00 p.m.) and nighttime (10:00 p.m. to 7:00 a.m.). To represent the added intrusiveness of sounds occurring during nighttime hours, DNL weights events occurring during the nighttime periods by a factor of 10.

Compatible or non-compatible land use is determined by comparing the predicted or measured DNL values at a site to the values listed in Title 14 CFR Part 150, Appendix A, Table 1. Special consideration is given to the evaluation of the significance of noise impact on noise sensitive areas within Section 4(f) properties where land use compatibility guidelines in Title 14 CFR Part 150 are not relevant to the value, significance, and enjoyment of the area in question. Title 14 CFR Part 150 land use compatibility guidelines are not a federal determination that a specific land use is acceptable or unacceptable under federal, state, or local laws. The responsibility for determining acceptable land uses rests with the local authorities through its zoning laws and ordinances.

4.9.1 AFFECTED ENVIRONMENT

The Aviation Environmental Design Tool (AEDT) (version 3g) is FAA’s standard tool for predicting noise impacts in the vicinity of airports. AEDT uses the number of annual average daily daytime and nighttime flight operations, flight paths, locations, and flight profiles of the aircraft along with its extensive internal database of aircraft noise and performance information. Using this information, it calculates the DNL at many points on the ground around an airport.

Using land use information from Manatee County and Sarasota County, noise exposure was evaluated within the DNL 65 dB contour, the results of which are shown on **Figure 14** and quantified in **Table 18**. The existing condition (i.e., 2024) noise contour for operations at SRQ is also shown on **Figure 14**.

Further detail on the noise modeling data is given in **Appendix E**.

TABLE 18. EXISTING CONDITIONS NOISE EXPOSURE ESTIMATE TO EXISTING LAND USE

Land Use Type	DNL 65+ dB (acres)
Commercial	32.1
Manufacturing and Production	7.2
Public Use	571.1
Recreational	27.3
Residential (single-family, not mobile home parks/transient lodgings)	9.2
Residential (multi-family, not mobile home parks/transient lodgings)	6.7
Residential (mobile home parks)	8.9
TOTAL	662.5

Sources: (FAA, 2024; City of Sarasota, 2019; Manatee County, 2017)

FAA defines DNL 65 dB as the threshold of noise compatibility for residential land uses. DNL 60 dB is considered a compatible sound level for all land uses defined at 14 CFR Part 150. As shown on **Figure 14**, the DNL 65 dB and higher contour includes residential land uses near both ends of the primary runway. Currently, there are 87 residences, including single-family homes, multi-family homes, and mobile homes, within the DNL 65 dB contour. There are no residences located within the DNL 70 dB contour. AEDT-modeled noise levels for these residences are provided in **Appendix E**.

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4.9.1.1 Noise Sensitive Sites

To characterize the existing affected environment for noise-sensitive resources (schools, churches, parks, recreational areas, historic sites), noise sensitive sites (NSS) within 1.0 mile of SRQ were identified. Each of the sites are listed in **Table 19** and shown on **Figure 15**. AEDT-modeled noise levels at each of the sites are also shown in **Table 19**.

TABLE 19. NOISE SENSITIVE SITES

NSS ID	Name	Type ¹	DNL (dB)
HIST-01	FMSF #SO12501	Historic/Cultural Resource	54.41
HIST-02	FMSF #SO12387	Historic/Cultural Resource	54.85
HIST-03	FMSF #SO07444	Historic/Cultural Resource	62.67
HIST-04	FMSF #SO12440	Historic/Cultural Resource	55.17
HIST-05	FMSF #SO03720	Historic/Cultural Resource	62.23
HIST-06	FMSF #SO06926	Historic/Cultural Resource	62
HIST-07	FMSF #SO07079	Historic/Cultural Resource	55.47
HIST-08	FMSF #SO12442	Historic/Cultural Resource	55.58
HIST-09	FMSF #SO03724	Historic/Cultural Resource	60.69
HIST-10	FMSF #SO07438	Historic/Cultural Resource	58.78
HIST-11	FMSF #SO07439	Historic/Cultural Resource	59.41
HIST-12	FMSF #SO12441	Historic/Cultural Resource	55.69
HIST-13	FMSF #SO07441	Historic/Cultural Resource	61.29
HIST-14	FMSF #SO07440	Historic/Cultural Resource	60.73
HIST-15	FMSF #SO07442	Historic/Cultural Resource	63.71
HIST-16	FMSF #SO00370	Historic/Cultural Resource	59.7
HIST-17	FMSF #SO12388	Historic/Cultural Resource	56.33
HIST-18	FMSF #SO12389	Historic/Cultural Resource	56.74
HIST-19	FMSF #SO03723	Historic/Cultural Resource	61.06
HIST-20	FMSF #SO07437	Historic/Cultural Resource	59.61
HIST-21	FMSF #SO03722	Historic/Cultural Resource	62.73
HIST-22	FMSF #SO07436	Historic/Cultural Resource	57.78
HIST-23	FMSF #SO07435	Historic/Cultural Resource	68.03
HIST-24	FMSF #SO01895	Historic/Cultural Resource	57.37
HIST-25	FMSF #SO01898	Historic/Cultural Resource	65.32
HIST-26	FMSF #SO01896	Historic/Cultural Resource	56.21
HIST-27	FMSF #SO01897	Historic/Cultural Resource	57.06
HIST-28	FMSF #MA00303	Historic/Cultural Resource	53.14
HIST-29	FMSF #MA00984	Historic/Cultural Resource	67.73
HIST-30	FMSF #MA00882	Historic/Cultural Resource	68.97
HIST-31	FMSF #MA00896	Historic/Cultural Resource	66.73
HIST-32	FMSF #MA01908	Historic/Cultural Resource	62.9
HIST-33	FMSF #MA00075	Historic/Cultural Resource	55.12
HIST-34	FMSF #MA00811	Historic/Cultural Resource	55.43
HIST-35	FMSF #MA00812	Historic/Cultural Resource	55.36
HIST-36	FMSF #MA00813	Historic/Cultural Resource	56.46
HIST-37	FMSF #MA01037	Historic/Cultural Resource	54.9
HIST-38	FMSF #MA01464	Historic/Cultural Resource	53.15
HIST-39	FMSF #MA01907	Historic/Cultural Resource	63.82
HIST-40	FMSF #SO00394	Historic/Cultural Resource	61.91
EDU-01	Easter Seals	Educational/Childcare	56.84
EDU-02	Bryant Chapel	Educational/Childcare	55.21
EDU-03	New College Child Center	Educational/Childcare	61.13

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NSS ID	Name	Type ¹	DNL (dB)
EDU-04	Bright Water School	Educational/Childcare	58.23
EDU-05	New College of Florida	Educational/Childcare	66.35
EDU-06	University of South Florida Sarasota - Manatee	Educational/Childcare	56.27
REL-01	Bryant Chapel	Religious	55.21
REL-02	New College Child Center	Religious	61.13
REL-03	Bright Water School	Religious	58.23
REL-04	Mt Tabor Missionary Baptist	Religious	66.35
REC-01	McArthur Park	Recreational Area/Preserve	56.93
REC-02	Sara Bay Country Club	Recreational Area/Preserve	54.43
REC-03	North Water Tower Park	Recreational Area/Preserve	51.84
REC-04	Sapphire Shores Park	Recreational Area/Preserve	52.17
REC-05	Sarasota Lakes RV Resort	Recreational Area/Preserve	59.45

Source: (FAA, 2024; FMSF, 2025)

¹ See Section 4.7 for discussion on potential NRHP-eligible resources.

4.9.2 ENVIRONMENTAL CONSEQUENCES

The noise exposure analyses conducted for this EA evaluated potential impacts for noise-sensitive areas that would be exposed to the DNL 65 dB or higher under the Proposed Action and No Action Alternative for each study year. Noise-sensitive land uses typically include residential, educational, health, religious, certain parks and recreational, and cultural (including historical) categories. Areas within the DNL 65 dB or higher noise exposure contours were evaluated to determine their compatibility with such levels of noise. FAA's land use compatibility guidelines contained in Appendix A of 14 CFR Part 150 were used to evaluate aircraft-related noise associated with the Proposed Action and effects on land use compatibility.

4.9.2.1 Significance Thresholds

As defined in FAA Order 1050.1G, a significant impact to noise and noise-compatible land use would occur if an action results in noise exposure from impulsive noise sources (e.g., sonic booms) that meets or exceeds 60 CDNL (equivalent to DNL 65 dBA). A significant impact would also occur if the action increases noise exposure by 1.5 dB or more for noise-sensitive areas that are exposed to noise at or above the DNL 65 dB level, or that would be exposed at or above the DNL 65 dB level due to a DNL increase of 1.5 dB or greater, when compared to the No Action Alternative for the same timeframe. Noise sensitive areas typically include residential, educational, health, and religious structures and sites, and parks, recreational areas with wilderness characteristics, wildlife refuges, and cultural and historic sites.

4.9.2.2 No Action Alternative

Under the No Action Alternative, no concourse or terminal parking expansions would occur and SRQ would operate under current conditions. Therefore, there would be no impacts on noise and noise-compatible land use.

4.9.2.3 Proposed Action

Construction noise would temporarily increase sound levels in the immediate vicinity of the construction, land clearing, and site preparation activities. Land clearing and grading operations are the noisiest, with such equipment generating noise levels as high as 70 to 95 dB within 50 feet of their operation. Dump

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trucks accessing the site can also generate noise that may be noticeable during morning and nighttime hours. Distance rapidly diminishes noise levels, so area residents would likely experience a modest increase in noise during construction hours. The potential noise impact associated with the operation of machinery on-site would be temporary and can be reduced using construction timing and staging. To further minimize noise impacts, construction equipment would be maintained to meet manufacturers' operating specifications. The distance between the Proposed Action and the nearest noise sensitive site (HIST-007, FMSF #SO07079) is approximately 600 feet to the west. At approximately 600 feet from the source, typical construction equipment noise is 55 to 60 dBA, while louder intermittent activities such as jackhammering may reach approximately 65 to 70 dBA and pile driving may approach 80 dBA (FHWA, 2006). Contractors will follow all local land development codes and noise ordinances during construction of the Proposed Action. Overall, construction noise is expected to have a minor and temporary impact.

As previously discussed in **Section 1.1.1**, the Proposed Action would allow aircraft activity to grow at its unconstrained forecasted rates, resulting in additional aircraft operations. The Proposed Action would generate approximately 20.7 additional average daily aircraft operations in both 2029 and 2034, compared to the corresponding No Action Alternative for each year. DNL 65 dB and above noise contours for the Proposed Action and No Action Alternative in years 2029 and 2034 are shown on **Figure 16** and **Figure 17**. Existing land use acreage changes within the DNL 65 dB contours are summarized in **Table 20**.

For the 2029 No Action Alternative (**Figure 16** and **Table 20**), the DNL 65 dB and above noise contour primarily contains public land use areas, totaling approximately 581.8 acres predominantly consisting of airport property. Commercial land uses comprise about 33.3 acres, while recreational areas account for roughly 27.3 acres. Residential land uses encompass approximately 24.7 acres, and manufacturing and production uses represent the smallest share at about 7.2 acres. When comparing the 2029 No Action noise exposure to the Proposed Action (**Figure 16** and **Table 20**), the Proposed Action DNL 65 dB and above noise contour shows modest increases across most land use categories. Public use remains the dominant land use, increasing to approximately 612.1 acres and continuing to largely consist of airport property. Commercial land uses increase to about 39.4 acres, manufacturing and production areas increase to approximately 10.0 acres, and recreational land uses increase slightly to about 32.3 acres over the open water portion of the Sarasota Lakes RV Resort. Residential land uses show a more notable increase, rising to approximately 40.5 acres under the Proposed Action. There are a total of 97 residences within the DNL 65 dB contour for the 2029 No Action Alternative, and 203 residences within the DNL 65 dB contour for the Proposed Action in 2029. Although the DNL 65 dB contour would encompass 106 additional residences under the 2029 Proposed Action compared to the 2029 No Action Alternative, AEDT modeling indicates that no residence would experience a noise increase of 1.5 dB or greater. As a result, the Proposed Action would not meet FAA significance criteria for noise impacts (**Appendix E**).

For the 2034 No Action Alternative (**Figure 17** and **Table 20**), the DNL 65 dB and above noise contour contains 585.9 acres of public use areas. Commercial land use, recreational land use, and residential land use each account for around 30.0 acres, and manufacturing and production uses represent 8.0 acres within the DNL 65 dB contour. When comparing the 2034 No Action noise exposure to the Proposed Action (**Figure 17** and **Table 20**), the Proposed Action includes an additional 28.1 acres of public use area within the DNL 65 dB and above noise contour. The DNL 65 dB and above noise contour also expands to include an additional 12.7 acres of residential land use, 5.7 acres of commercial land use, 3.6 acres of recreational land use, and 2.1 acres of manufacturing and production land use. There are 99 residences within the DNL

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65 dB contour under the 2034 No Action Alternative, while an additional 100 residences would be within the DNL 65 dB contour under the Proposed Action in 2034. AEDT-modeled noise levels would not exceed FAA significance criteria at any residences (**Appendix E**).

Overall, when compared to the No Action Alternative, the additional aircraft operations associated with the Proposed Action would not significantly increase the amount of public use, recreational, or residential land in the DNL 65 dB or greater noise contour. Public use area where there would be an increase in acreage within the DNL 65 dB contour consists of airport property. Recreational land area that would be added to the 65 dB DNL contour under the Proposed Action is less than 4.0 acres of open water at the periphery of the Sarasota Lakes RV Resort. Although there would be an increase in residential land use within the DNL 65 dB contour under the Proposed Action, there are no DNL dB increases at residential parcels that would exceed FAA significance criteria. Similarly, noise sensitive sites would not experience DNL dB increases that exceed FAA significance criteria (**Appendix E**). Other noise sources associated with the Proposed Action, including traffic noise, would not generate substantial noise near residential areas or noise sensitive locations. Therefore, the Proposed Action would not exceed impact thresholds identified in FAA Order 1050.1G that would indicate a significant impact.

TABLE 20. NOISE EXPOSURE ESTIMATES

Land Use	2029 No Action 65+ dB (acres)	2029 Proposed Action 65+ dB (acres)	2029 Change (acres)	2034 No Action 65+ dB (acres)	2034 Proposed Action 65+ dB (acres)	2034 Change (acres)
Commercial	33.3	39.4	6.1	33.8	39.5	5.7
Manufacturing and Production	7.8	10.0	2.2	8.0	10.2	2.1
Public Use	581.8	612.1	30.3	585.9	614.0	28.1
Recreational	28.5	32.3	3.9	28.9	32.5	3.6
Residential (single-family, not mobile home parks/transient lodgings)	9.8	15.2	5.4	10.1	15.0	4.9
Residential (multi-family, not mobile home parks/transient lodgings)	7.1	9.7	2.6	7.3	9.7	2.4
Residential (mobile home)	9.8	15.6	5.8	10.2	15.5	5.4
Total	678.1	734.3	56.3	684.2	736.4	52.2

Sources: (FAA, 2024; City of Sarasota, 2019; Manatee County, 2017)

4.9.3 IMPACT AVOIDANCE AND MINIMIZATION

The Proposed Action would not expose non-compatible land uses or noise sensitive areas to noise increases greater than 1.5 dB, and existing land uses within the noise contours would remain compatible. Therefore, mitigation measures are not warranted.

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4.10 SOCIOECONOMICS AND CHILDREN'S ENVIRONMENTAL HEALTH AND SAFETY RISK

4.10.1 AFFECTED ENVIRONMENT

An SSA was established to support the analysis of social and economic conditions in the area of the Proposed Action (**Figure 18**). The SSA encompasses the U.S. Census Block Groups encompassing and bounding the Airport property and includes portions of Manatee and Sarasota counties (Block Groups 120810008051, 120810009022, 120810009023, 120810009024, 121150009001, 121150010001, 121150010002, 121150011013, and 121150011014).

Information about the existing social and economic characteristics of the SSA was gathered from data published by the U.S. Census Bureau. The 2019-2023 American Community Survey (ACS) Five-Year Estimates were used to identify the socioeconomic and demographic characteristics of the population within the SSA and serve as the basis for the assessment of economic activity and employment.

EO 13045, *Protection of Children from Environmental Health Risks and Safety Risk*, requires federal agencies to identify and assess environmental health and safety risks that may disproportionately affect children. This includes risks to health or to safety from products or substances a child is likely to come in contact with or ingest, such as air, food, drinking water, recreational waters, soil, or commercial products. Areas of particular concern for children's environmental health risks and safety include schools, day cares, children health clinics, and child-friendly recreational facilities.

4.10.1.1 Population

Table 21 describes the population present within the SSA, Manatee and Sarasota counties, and the state of Florida. In 2023, the combined population of Manatee and Sarasota counties was estimated at 934,956 residents. The SSA was estimated to contain 12,836 residents. U.S. Census data shows that the population density within the SSA (1,444 people per square-mile) is higher than that generally seen in the state (421 people per square-mile).

4.10.1.2 Housing Characteristics

Within the SSA, there are approximately 4,312 residential parcels on 5,770 acres of land. On a parcel basis, residential areas make up 82 percent of the SSA. Of the residential parcels present, approximately 72 percent support single family homes, 8 percent support multi-family homes, and 20 percent support mobile homes.

TABLE 21. COMMUNITY CHARACTERISTICS

Subject	SSA Total	SSA Percent	Counties Total	Counties Percent	Florida Total	Florida Percent
Total Population	12,836	Not Applicable	934,956	Not Applicable	21,928,881	Not Applicable
Population Density (people per square mile)	1,444	Not Applicable	719.9	Not Applicable	421.4	Not Applicable

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Subject	SSA Total	SSA Percent	Counties Total	Counties Percent	Florida Total	Florida Percent
Population Under 18 Years	2,172	16.9%	144,838	15.5%	4,305,366	20%
Adults with a High School Diploma or Higher Level of Education	8,499	93.5% ¹	627,651	92.8% ¹	14,206,862	89.6% ¹
Adults with a Bachelor's Degree or Higher Level of Education	3,094	34.0% ¹	251,405	37.2% ¹	5,263,931	33.2% ¹
Median Household Income ²	\$68,587	Not Applicable	\$78,213	Not Applicable	\$71,711	Not Applicable
Per Capita Income ³	\$36,575	Not Applicable	\$50,149	Not Applicable	\$41,055	Not Applicable
Population Below Poverty Level	1,848	14.4%	78,842	8.4%	2,707,698	12.3%
Average Household Size	2.26	Not Applicable	2.3	Not Applicable	2.5	Not Applicable

SSA = Socioeconomic Study Area. County data is Manatee County and Sarasota County combined.

1. Percent of adult population 25 years or older

2. For "SSA Total" and "Counties Total", the median household income was calculated by averaging the median household incomes of the census tract block groups comprising the SSA, and of Manatee and Sarasota counties, respectively.

3. For "SSA Total" and "Counties Total", per capita income was calculated by averaging the per capita incomes of the census tract block groups comprising the SSA, and of Manatee and Sarasota counties, respectively.

Source: (U.S. Census Bureau, 2024)

4.10.1.3 Economy and Employment

Estimates from the U.S. Bureau of Labor Statistics indicate that as of May 2025 there are approximately 353,400 non-farm jobs within the North Port-Bradenton-Sarasota MSA. The most common industries are based in the Trade, Transportation, and Utilities (19.2 percent); Education and Health Services (18 percent); Professional and Business Services (14.1 percent); and Leisure and Hospitality (13.8 percent) sectors. Between 2020 and 2024, the average annual unemployment rate in the North Port-Bradenton-Sarasota MSA fluctuated between 3.1 percent and 7.3 percent (U.S. Bureau of Labor Statistics, 2025).

Additionally, ACS estimates show that approximately 94 percent of the adult population within the SSA and 93 percent of the adult population across Manatee and Sarasota counties attained a high school diploma or higher level of education. Approximately 34 percent of the population within the SSA and 37 percent of the population of Manatee and Sarasota counties holds a bachelor's or higher degree (U.S. Census Bureau, 2020).

4.10.1.4 Household Income and Poverty

The 2023 ACS reported the median household income in Manatee and Sarasota counties at \$75,792 and \$80,633, respectively (U.S. Census Bureau, 2024a). The per capita income was estimated at \$44,867 and \$55,430 in Manatee and Sarasota counties, respectively (U.S. Census Bureau, 2024b). Based on the ACS

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income estimates, approximately 9.3 percent of the residents in Manatee County and 7.6 percent of the residents in Sarasota County fell below the poverty level in 2023, compared to 14.4 percent of residents within the SSA (U.S. Census Bureau, 2024c).

4.10.1.5 Surface Transportation

The main entrance for the Airport is via Airport Circle and University Parkway. Airport Circle provides access to the main short-term and long-term parking lots, the curbside arrivals and departures areas for the terminal, and the rental car pickup and return. Old Bradenton Road and the Hampton Inn access road function as two-lane collector roadways that provide access to support areas for SRQ, including hotels, rental car service areas, and the cell phone waiting lot. Secondary access on the west side of the Airport is provided via General Spaatz Boulevard and U.S. Highway 41/Tamiami Trail. General Spaatz Boulevard provides direct access to Airport Circle and to the Pei Campus of the New College of Florida. Airport Auditorium Lane is a two-lane roadway that provides access to the Ground Transportation Center and to existing employee parking areas. Public transit services are available at the west end of the baggage claim area. Buses from both Manatee and Sarasota counties make regular stops to downtown Sarasota and downtown Bradenton. Sidewalks are present on University Parkway, General Spaatz Boulevard, and U.S. Highway 41/Tamiami Trail, so pedestrians can access to the airport from the east side of Airport Circle and General Spaatz Boulevard.

Six existing intersections along these roadways serve as key access points for the Airport's main terminal. These intersections are shown in **Figure 19**. Measures of effectiveness at these intersections describe how each roadway is functioning under existing traffic conditions. Included in these measures is level of service (LOS), which is a letter grade assigned to each intersection for the peak hour of traffic based on the number of lanes, traffic volumes, and existing traffic controls. Light traffic flow (free flow conditions) is classified as LOS A and heavy traffic flow (over capacity conditions) is classified as LOS F. Annual traffic volumes, average delay (seconds per vehicle), and LOS for the existing PM peak hour are shown in **Table 22**. Based on the information shown in **Table 22**, all study intersections currently operate acceptably at LOS C or better during the PM peak hour, with the exception of University Parkway at Old Bradenton Road, which operates at LOS E during the PM peak hour. Further detail on the methodology used for this analysis is given in **Appendix F**.

In addition to the intersections described above, airport traffic also flows through the intersection of U.S. 41 and University Parkway. This intersection is located further from the airport, has higher volumes of non-airport traffic, and is already poorly performing under existing conditions. The Proposed Action would be expected to add only about 35 vehicles to this intersection per hour (see **Appendix F**), which would be a minor incremental change to this busy intersection that would not meaningfully affect its performance. As such, the capacity of this intersection has not been analyzed in greater detail. Local maintaining agencies have been informed of the project to allow for consideration of anticipated changes at all intersections (**Appendix B**).

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TABLE 22. EXISTING CONDITIONS (2025) TRAFFIC VOLUMES AND LEVEL OF SERVICE

Intersections	Control/Signal Type	Signal Type	Annual Volumes	PM LOS ¹	PM Delay (Seconds/Vehicle)
University Parkway at Old Bradenton Road	Signal	Signal	1,230,861	E	68.8
University Parkway at Hampton Inn Access Road	Side Street Stop	Unsignalized	870,728	B/B	12.4-13.1
University Parkway at Airport Circle	Signal	Signal	878,839	C	31.3
Bradenton Connector at Airport Auditorium Lane	All Way Stop	Unsignalized	64,483	A/A/A	8.1-8.4
General Spaatz Boulevard at Airport Auditorium Lane	Side Street Stop	Unsignalized	128,156	A/B	7.5-10.6
U.S. 41/Tamiami Trail at General Spaatz Boulevard	Signal	Signal	1,471,356	C	20.1

¹For signalized intersections, LOS is modeled for the overall intersection. For unsignalized intersections, LOS is only established for each individual approach that requires vehicles to stop before turning.

Sources: (Patel, Greene and Associates, 2025)

4.10.2 ENVIRONMENTAL CONSEQUENCES

4.10.2.1 Significance Thresholds

The FAA has not established a significance threshold for socioeconomic impacts or impacts to children's health and safety risks. However, FAA Order 1050.1G identifies factors to consider when evaluating potential impacts. Socioeconomic considerations include disruption or division of an established community, extensive relocation of residents without sufficient relocation housing available, relocation of businesses that would create severe economic hardship, disruption of local traffic patterns and substantial reduction to the LOS of roads serving an airport and its surrounding communities, and substantial changes in the community tax base. Children's health and safety risk considerations include whether the Proposed Action would have the ability to cause a disproportionate health or safety risk to children.

4.10.2.2 No Action Alternative

Under the No Action Alternative, no concourse or terminal parking expansions would occur and SRQ would operate under current conditions. Over time, passenger demand could exceed available concourse and parking capacity, potentially constraining airport operations and reducing quality of service. Any changes in local employment, economic activity, or surface transportation conditions would primarily reflect broader regional growth trends and increases in non-airport-related traffic rather than airport development. Accordingly, the No Action Alternative would not result in significant effects on socioeconomic or surface transportation conditions. No impact to children's health and safety would occur under the No Action Alternative.

4.10.2.3 Proposed Action

As part of the Proposed Action, no off-airport residences or businesses would be relocated and no land acquisitions would be required. The Proposed Action would occur entirely on Airport property, and there would be no physical disruption to any established communities. The Proposed Action would result in a

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temporary increase in local surface traffic volume during the construction phase due to construction employee commutes, construction material deliveries, and the offsite transport of construction debris. Construction traffic would be routed to minimize construction related traffic impacts to local roadways. These impacts would be temporary and are not expected to be significant. During the construction period, additional short-term construction-related jobs are likely to be added, and it is anticipated that temporary construction employees would be hired from the local and regional communities. This additional temporary employment in conjunction with construction material purchases from local and regional suppliers would likely add to the local and regional tax base; however, any such increases would be not only temporary, but marginal over the existing tax base and would not represent a substantial change. Therefore, construction of the Proposed Action would not result in significant socioeconomic impacts.

The Proposed Action would not require or result in the acquisition or relocation of any residences, schools, childcare centers, or other similar facilities. No schools or childcare facilities are located in areas that would be affected by air emissions or noise associated with the construction of the Proposed Action. Since there are no schools, daycare centers, or other similar facilities within or adjacent to the DSA and the proposed improvements would be located entirely on the Airport property, construction of the Proposed Action is not anticipated to increase environmental health and safety risks or exposures to children in the surrounding community. There would be no disproportionate health and safety risks to children resulting from construction of the Proposed Action and, therefore, no significant impacts would result.

The anticipated increases in aircraft and car rental activity resulting from increased passenger demand would increase inputs to the local tax base upon completion of construction. However, any increases are expected to be marginal relative to the regional tax base, proportional to activity level increases, and consistent with existing tax base sources at the Airport.

Following completion of construction activities, the Proposed Action would result in an ongoing incremental increase in local surface traffic volume. The results of the 2034 intersection analysis are summarized in **Table 23**, which presents the LOS for all study intersections. The intersection of University Parkway and Old Bradenton Road would operate at LOS F under both the Proposed Action and No Action Alternatives, with conditions under the Proposed Action resulting in delays exceeding 100 seconds per vehicle. Similarly, the northbound approach at University Parkway and Airport Circle would experience LOS E under both the Proposed Action and No Action Alternative. While the U.S. 41/Tamiami Trail and General Spaatz Boulevard intersection would maintain an overall LOS C, the eastbound and westbound approaches would continue to operate at LOS F, consistent with existing 2025 PM peak hour conditions. Overall, intersection operations in the 2034 analysis largely reflect non-airport related traffic growth that would occur under the No Action Alternative. Therefore, although delays would be slightly higher under the Proposed Action, the increase would be minimal and would not noticeably alter intersection operations compared to the No Action Alternative.

Although public transit and pedestrian access to the Airport are available, they are not primary passenger travel modes and are expected to see only limited growth. The Proposed Action would not affect these options, and the Airport would continue working with nearby communities to support their use.

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TABLE 23. INTERSECTION CAPACITY ANALYSIS SUMMARY (2034)

Intersections	Proposed Action PM Delay (Seconds/ Vehicle)	Proposed Action PM LOS ¹	No Action PM Delay (Seconds/ Vehicle)	No Action PM LOS
University Parkway at Old Bradenton Road	202.9	F	187.4	F
University Parkway at Hampton Inn Access Road	15.1-16.4	C/C	14.5-15.8	C/B
University Parkway at Airport Circle	33.5	C	33.9	C
Bradenton Connector at Airport Auditorium Lane	8.9-9.8	A/A/A	8.7-9.4	A/A/A
General Spaatz Boulevard at Airport Auditorium Lane	7.6-15.0	A/C	7.6-13.5	A/B
U.S. 41/Tamiami Trail at General Spaatz Boulevard	27.7	C	25.7	C

¹For signalized intersections, LOS is modeled for the overall intersection. For unsignalized intersections, LOS is only established for each individual approach that requires vehicles to stop before turning.

Sources: (Patel, Greene and Associates, 2025);

The Proposed Action would occur entirely on Airport property and no significant noise impacts to residential areas would occur. Therefore, operation of the Proposed Action would not require the acquisition or relocation of any existing businesses or residences or relocation of residents or result in the disruption of an established community. No impacts to public services or housing supply for the area are anticipated to result from operating the Proposed Action. As such, operation of the Proposed Action would not cause significant socioeconomic impacts.

Operation of the Proposed Action would not require or result in the acquisition or relocation of any residences, schools, childcare centers, or other similar facilities. As discussed in **Sections 4.2** and **4.9**, the additional operations associated with the Proposed Action would not result in significant increases in air emissions or noise exposure at nearby sensitive receptors. Because airport activities would continue to occur within the existing Airport footprint and operational effects would remain below significance thresholds, the Proposed Action would not be expected to increase environmental health or safety risks to children in the surrounding community. There would be no disproportionate health and safety risks to children resulting from operation of the Proposed Action and, therefore, no significant impacts would result.

4.10.1 IMPACT AVOIDANCE AND MINIMIZATION

Because significant socioeconomic and children's health and safety risks impacts would not occur with the Proposed Action, mitigation measures are not warranted. Operation of the Proposed Action is expected to incrementally increase surface traffic volume; however, when comparing 2034 conditions under the Proposed Action and No Action Alternatives, the delays and LOS results were similar. Therefore, no mitigation measures were identified for surface transportation.

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4.11 WATER RESOURCES

4.11.1 AFFECTED ENVIRONMENT

4.11.1.1 Hydrology

SRQ is located within the boundaries of the Sarasota Bay Watershed and the Manatee River Watershed (USF, 2025). Stormwater quantity and quality at SRQ are managed under the Airport's Drainage Master Plan, which accounts for stormwater collection and attenuation/treatment throughout Airport property. Stormwater in the northern portion of the Airport property is primarily managed through a series of ditches and swales, which drain to the north into the Bowlees Creek sub-watershed. Stormwater retention areas on the west-central portion of airport property are connected via a piped outfall directly to Sarasota Bay. Stormwater in the southern portion of airport property drains to large ponds on the southeastern end of Airport property adjacent to University Parkway, which, in turn, outfall to the Whitaker Bayou sub-watershed (SRQ, 2020).

4.11.1.2 Groundwater

Groundwater, primarily the Floridan Aquifer, is a significant source of water supply in Manatee and Sarasota counties. The Floridan Aquifer System extends across Florida, southeastern Georgia, southern South Carolina, and parts of Alabama. Groundwater levels vary from season to season and from year to year, primarily as a function of the amount and distribution of rainfall. The surficial aquifer system is recharged primarily by the infiltration of rainfall and flows vertically to recharge the Floridan aquifer (SWFWMD, n.d.). Based on a study published by Southwest Florida Water Management District in 2023, long-term declines in aquifer levels in the region, exceeding 50 feet in some areas, have occurred as a result of groundwater withdrawals. These declines contributed to saltwater intrusion along the western coast of Florida, including approximately 708 square miles of the coastal portions of southern Hillsborough, Manatee and northwestern Sarasota counties (Southwest Florida Water Management District, 2023).

The SWFWMD has implemented the Southern Water Use Caution Area (SWUCA) Recovery Strategy since 2007, which includes five-year assessments to monitor progress toward aquifer recovery goals. The 2012-2016 assessment indicated groundwater demands in the SWUCA, which includes Manatee and Sarasota counties, had declined during the preceding 10 years. The decline was primarily attributed to the implementation of alternative water supply, water use, and water conservation initiatives. Groundwater levels in the SWUCA have generally exhibited stability between 2012 and 2021. The rolling 10-year average for groundwater withdrawals has gradually declined to nearly 500 million gallons per day, compared to an average withdrawal of 649 million gallons per day in 2003. Total water demand is expected to increase by 18.8 million gallons per day from 2020 to 2025, still well below 2003 levels. Saltwater intrusion into the aquifer in Manatee and Sarasota counties remains a concern.

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4.11.2 ENVIRONMENTAL CONSEQUENCES

4.11.2.1 Significance Thresholds

The Proposed Action would not impact wetlands, floodplains, or Wild and Scenic Rivers, each of which has been dismissed from further evaluation in this EA based on the distance between the Proposed Action and these water resources.

The FAA has determined that significant impacts to surface water resources would occur if an action would cause impacts that would either exceed water quality standards established by federal, state, local, and tribal regulatory agencies; or contaminate public drinking water supply such that public health may be adversely affected. Similarly, FAA's threshold for significant impacts to groundwater resources include impacts that would either exceed groundwater quality standards established by federal, state, local, and tribal regulatory agencies or contaminate an aquifer used for public water supply such that public health may be adversely affected.

4.11.2.2 No Action Alternative

Under the No Action Alternative, no concourse or terminal parking expansions would occur and SRQ would continue to operate under current conditions. Therefore, the No Action Alternative would have no impact on water resources.

4.11.2.3 Proposed Action

The general drainage patterns and drainage systems within the DSA would remain largely unchanged under the Proposed Action. No streams or wetlands are located within the DSA; however, a reservoir is located southwest of the DSA, and several roadside swales are present within the DSA. Construction of new impervious surfaces could alter stormwater runoff and may require modifications to the existing drainage system, including the roadside swales. Therefore, an ERP would be obtained from the SWFWMD prior to construction.

Short-term and temporary water quality impacts may also result from construction activities. The potential impacts may increase sedimentation and turbidity during rainfall events within the Airport's stormwater management system, which ultimately discharge into surface water, as described in **Section 4.11.1.1**. Since these activities would also involve the use of vehicles and equipment, fuels and lubricants, and the storage of construction materials, there is a risk of release or spills of construction-related hazardous materials or petroleum substances to the stormwater system. However, implementation of project-specific BMPs, development of SWPPPs during construction and SPCCPs during operation and maintaining compliance with applicable permit requirements would prevent or minimize potential water quality impacts. As a result of these control measures, significant and long-term water quality impacts resulting from construction activities associated with the Proposed Action are not anticipated.

There is a possibility of the release of contaminants to groundwater during construction and operation of the Proposed Action. However, project-specific BMPs and SWPPPs and SPCCPs would prevent or minimize the potential release of contaminants into groundwater. BMPs, SWPPPs, and SPCCPs designed and implemented for operations would require measures to prevent spills, offer swift response to accidental

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spills, and define acceptable on-site storage of fuel and lubricants. Given the availability of regionally accepted BMPs and the design of project-specific plans, the Proposed Action would not have a substantial impact on groundwater resources. Construction of the Proposed Action would not result in additional groundwater withdrawals.

The pollutants associated with stormwater runoff from industrial sites during operations include oils, greases, heavy metals, and other industrial compounds. Most of the stormwater runoff resulting from the Proposed Action would be from paved areas associated with the proposed concourse expansion, parking garage construction, and minor on-airport parking access road construction. Most of these areas are already paved, and the Proposed Action would incrementally add approximately 2.8 acres of new paved impervious surfaces. BMPs would be carried out to minimize the accidental release of pollutants and meet applicable water quality standards for stormwater discharge and to protect groundwater quality as previously discussed. In addition, the existing stormwater drainage system includes features designed to treat and attenuate the stormwater runoff generated from the existing and new impervious surfaces associated with the Proposed Action. Therefore, the Proposed Action would not exceed thresholds identified in FAA Order 1050.1G that would indicate a significant impact.

4.11.3 IMPACT AVOIDANCE AND MINIMIZATION

The Proposed Action would not significantly impact any water resource during construction or operations; therefore, mitigation measures are not warranted. Commonly accepted measures and BMPs would be employed during construction to minimize erosion, sedimentation, and release of pollutants into the area drainage system and surface waters. Following construction, all disturbed areas that are not paved as part of the Proposed Action will be re-seeded or otherwise revegetated. Water quality on Airport property would be required to meet all applicable permit standards.

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5.0 AGENCY COORDINATION AND PUBLIC INVOLVEMENT

Agency coordination and a public involvement program were carried out to ensure information regarding the Proposed Action and potential environmental impacts were made available to the general public and public agencies, and that input from interested parties was received and considered in the development of this EA. The primary components of the agency and public participation program for this EA include:

- Agency and Tribal coordination during the NEPA process,
- Publication of the Draft EA for public and agency review, and
- Public notice of the FAA's decision of whether to issue a Finding of No Significant Impact (FONSI) or to prepare an Environmental Impact Statement (EIS).

The following summarizes the public involvement and review process.

5.1 AGENCY AND TRIBAL COORDINATION

The Florida State Clearinghouse was given notice of the Proposed Action and preparation of this EA on December 10, 2025. The notice included a description of the Proposed Action and graphics depicting the location and conceptual layout of the proposed facility. On February 6, 2026, the Florida State Clearinghouse responded with comments from several state agencies. Additionally, in March 2026, the Traffic Impact Analysis (**Appendix F**) was provided to local planning authorities for early input. Comments on the study were received in April 2026 and are contained in **Appendix B**.

FAA initiated consultation with the SHPO under Section 106 of the NHPA on August 7, 2024. On August 13, 2024, SHPO provided concurrence that the Proposed Action would have no effect on historic properties listed, or eligible for listing, in the NRHP, or otherwise of historical, archaeological, or architectural value within the APE. Because the Proposed Action includes ground disturbance activities, special conditions regarding unexpected discoveries during construction apply, as described in **Section 4.7**. This concluded NHPA Section 106 consultation between FAA and SHPO.

FAA initiated NHPA Section 106 Consultation with Native American tribes historically affiliated with the Airport's geographic region on July 22, 2026. A project notice and invitation for consultation were provided to the Miccosukee Tribe of Indians, Muscogee (Creek) Nation, and Seminole Tribe of Florida. FAA did not receive any comments during the 30-day review period.

Based on the findings of the Biological Evaluation, the FAA determined that the Proposed Action would have no effect on all federally listed species with the exception of the eastern indigo snake. For the eastern indigo snake, the FAA determined that the Proposed Action may affect, but is not likely to adversely affect, the species. This determination was made using the USFWS Eastern Indigo Snake Effect Determination Key, which provides programmatic concurrence; therefore, no additional coordination with the USFWS is required.

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5.2 CIRCULATION OF THE DRAFT EA

The Draft EA has been made available for review by the general public and interested parties. The public comment period on the Draft EA will close on November 4, 2026. Notification of the Draft EA's availability was accomplished through legal advertisements in the *Bradenton Herald*, *Sarasota Herald-Tribune*, and on the Airport's website. The Notice of Availability (**Appendix B**) was published on September 20, 2026.

The Draft EA was made available for review at the locations listed below, and electronically on the project website at <http://flysrq.com/press-release/draft-environmental-assessment>.

- Betty J. Johnson North Sarasota Library, 2801 Newtown Blvd., Sarasota, FL 34234
- South Manatee Branch Library, 6081 26th Street West, Bradenton, FL 34207

Copies of the Draft EA were also distributed to federal, state, and local agencies that had expressed interest or have regulatory oversight. A list of agencies receiving the Draft EA is provided in **Appendix B**.

5.3 HOW TO COMMENT

During the Draft EA public review period, written comments may be emailed to Mr. Robert Furr, Senior Vice President, Engineering, Planning & Facilities, at robert.furr@flysrq.com. Letter responses may be submitted to Mr. Robert Furr, Sarasota Bradenton International Airport, 6000 Rick Piccolo Circle, Sarasota, Florida 34243. Before including your address, phone number, email address, or other personal identifying information in your comment, be advised that your entire comment – including your personal identifying information – may be made publicly available at any time. While you can ask us in your comment to withhold from public review your personal identifying information, we cannot guarantee that we will be able to do so.

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6.0 ENVIRONMENTAL PERMITS

In addition to complying with relevant federal and state laws, SMAA would obtain all environmental permits prior to the construction of the Proposed Action. Relevant permits are listed in **Table 24**.

TABLE 24. ENVIRONMENTAL PERMITS

Agency	Permit/Approval/Coordination	Status
USEPA / FDEP	CWA NPDES Construction General Permit	Not started
SWFWMD	ERP	Not started
FDEP	FCMP consistency determination	In progress

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APPENDIX A – FIGURES

**Environmental Assessment for Concourse and Terminal Parking Expansions
at Sarasota Bradenton International Airport (SRQ)**

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**Environmental Assessment for Concourse and Terminal Parking Expansions
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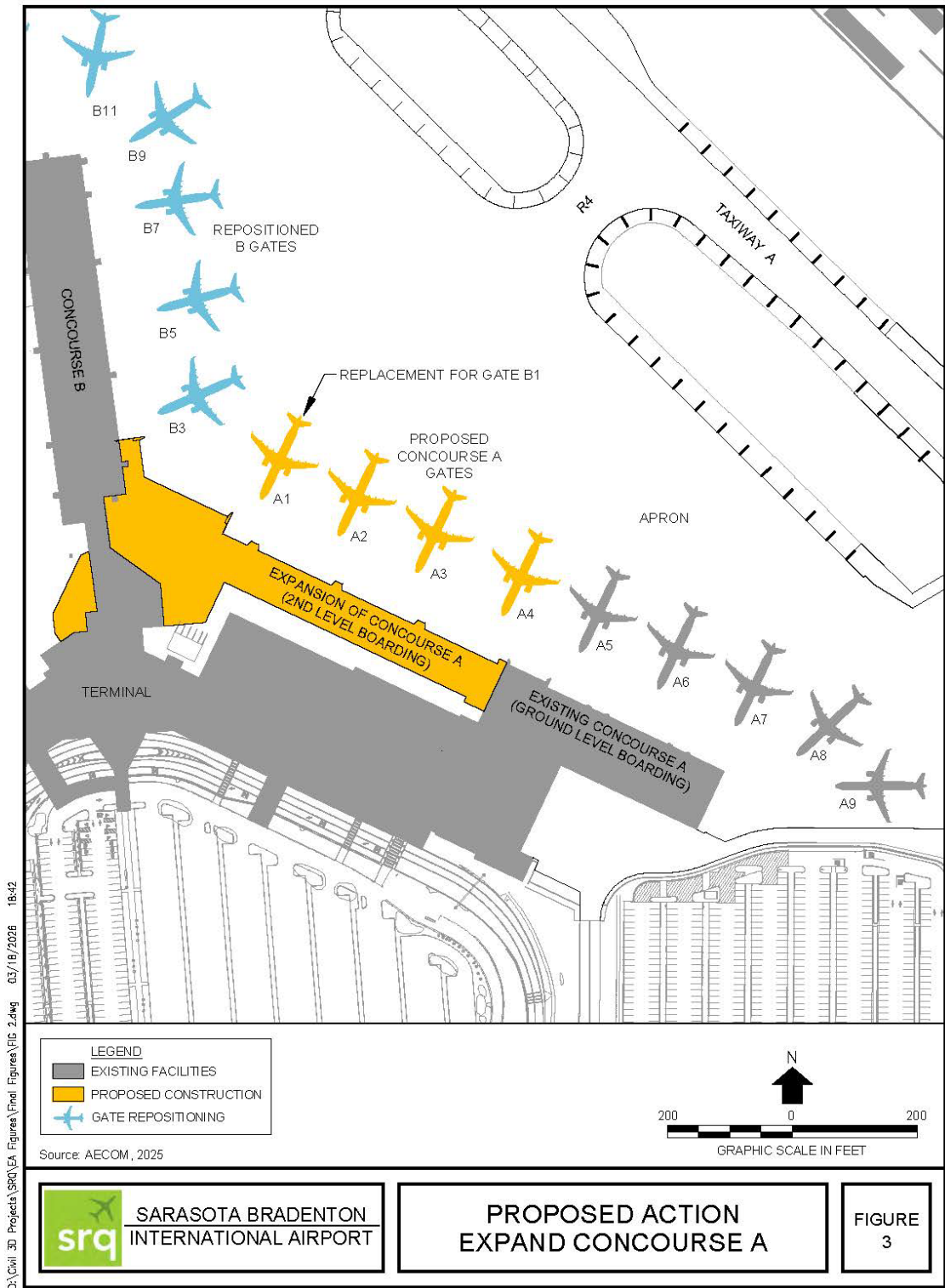
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FIGURE 1. AIRPORT LOCATION



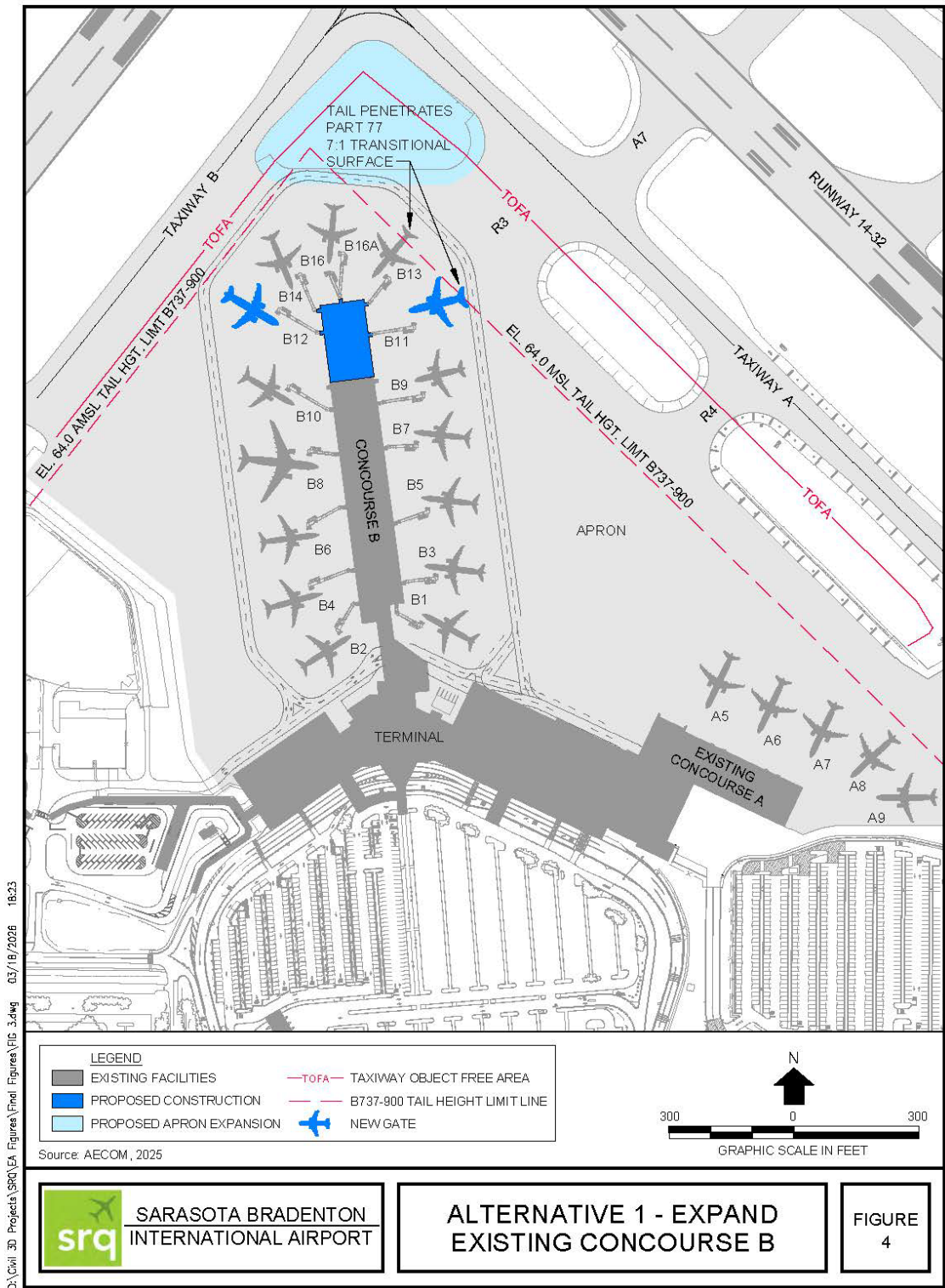
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FIGURE 3. PROPOSED ACTION – EXPAND CONCOURSE A



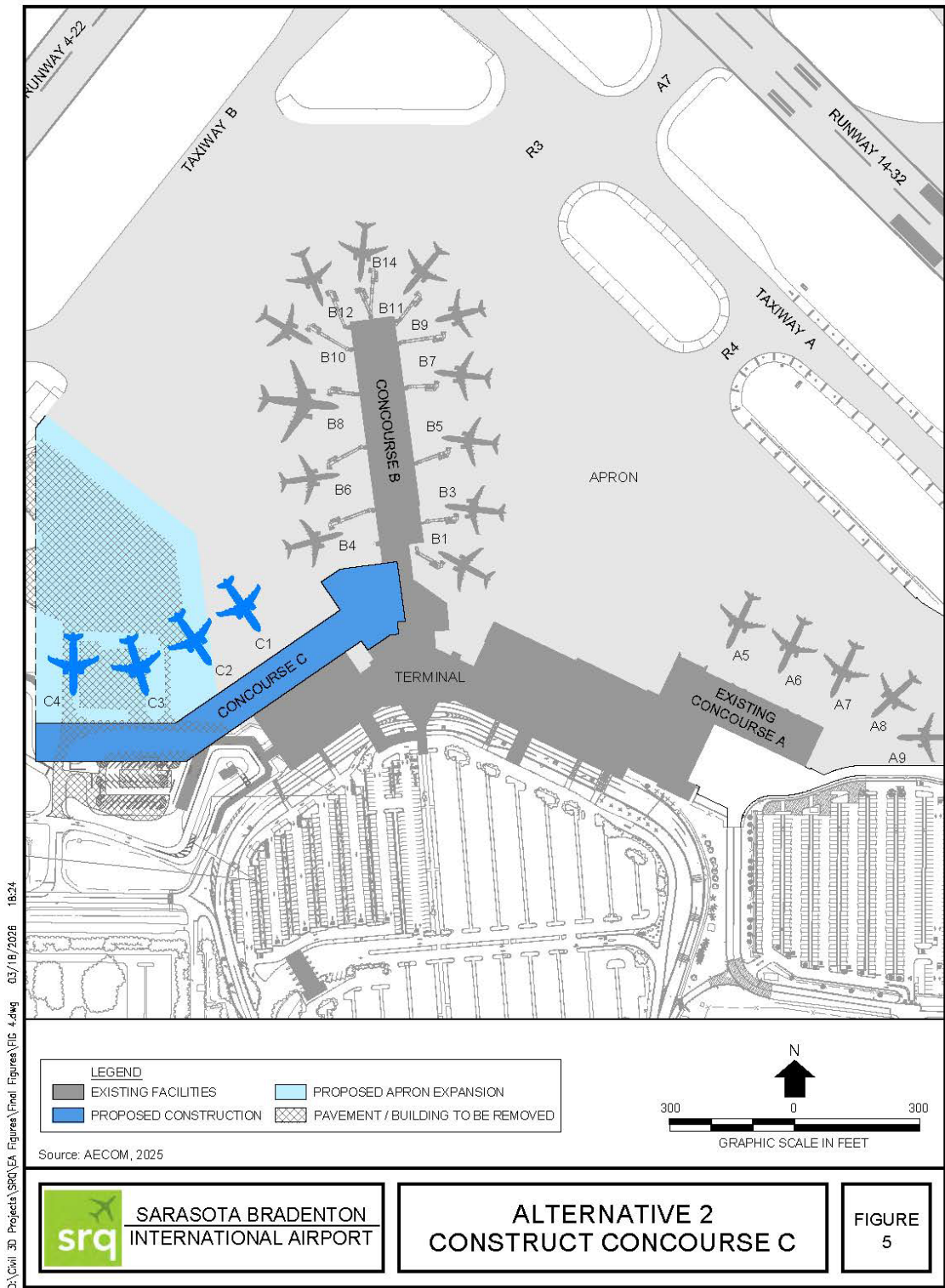
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FIGURE 4. ALTERNATIVE 1 – EXPAND EXISTING CONCOURSE B



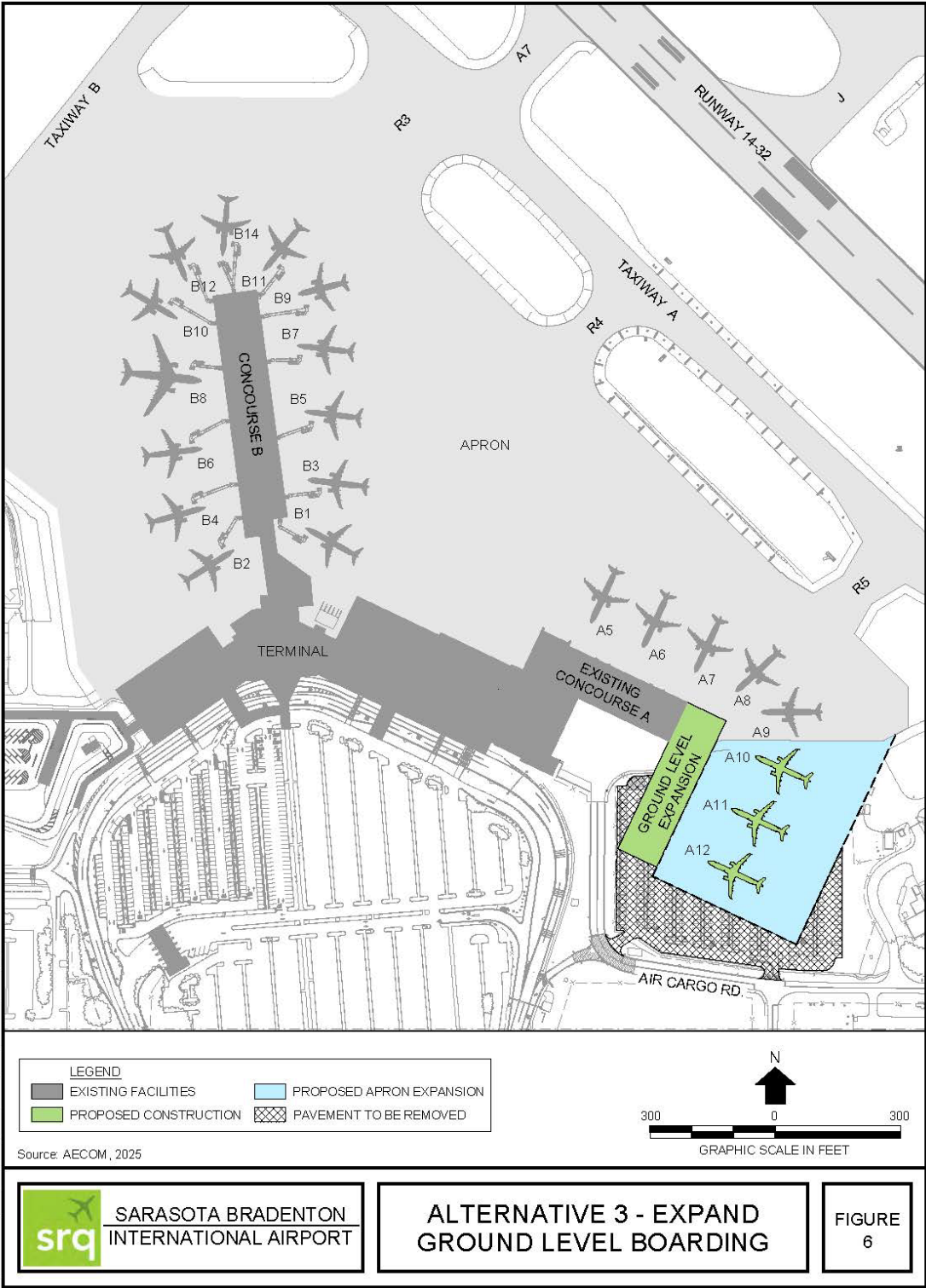
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FIGURE 5. ALTERNATIVE 2 – CONSTRUCT CONCOURSE C



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FIGURE 6. ALTERNATIVE 3 – EXPAND GROUND LEVEL BOARDING



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FIGURE 7. PROPOSED ACTION – CONSTRUCT PARKING GARAGE

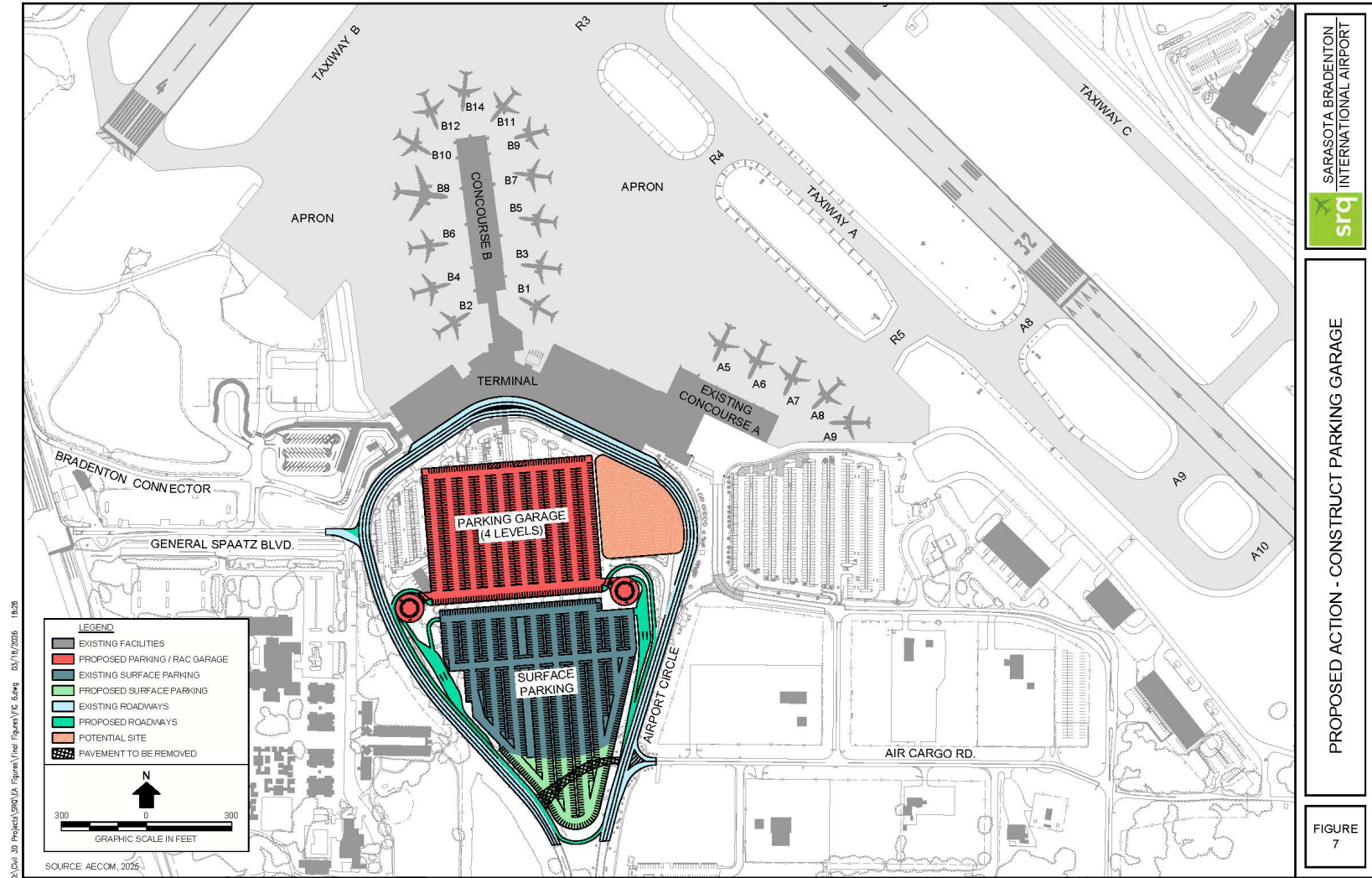
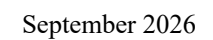


FIGURE 8. ALTERNATIVE 1 – CONSTRUCT PARKING GARAGE



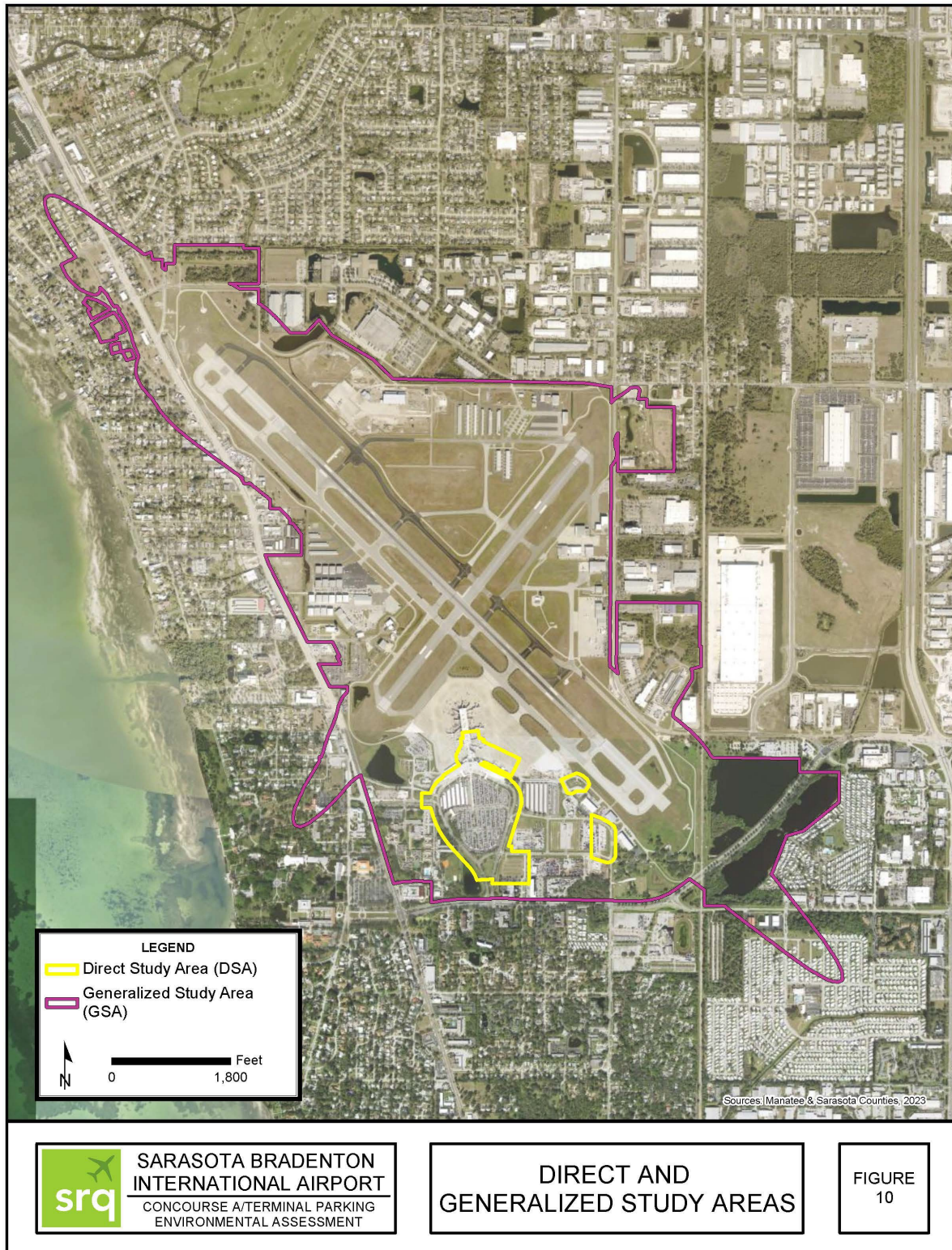
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FIGURE 9. ALTERNATIVE 2 – CONSTRUCT OFF-SITE PARKING GARAGE



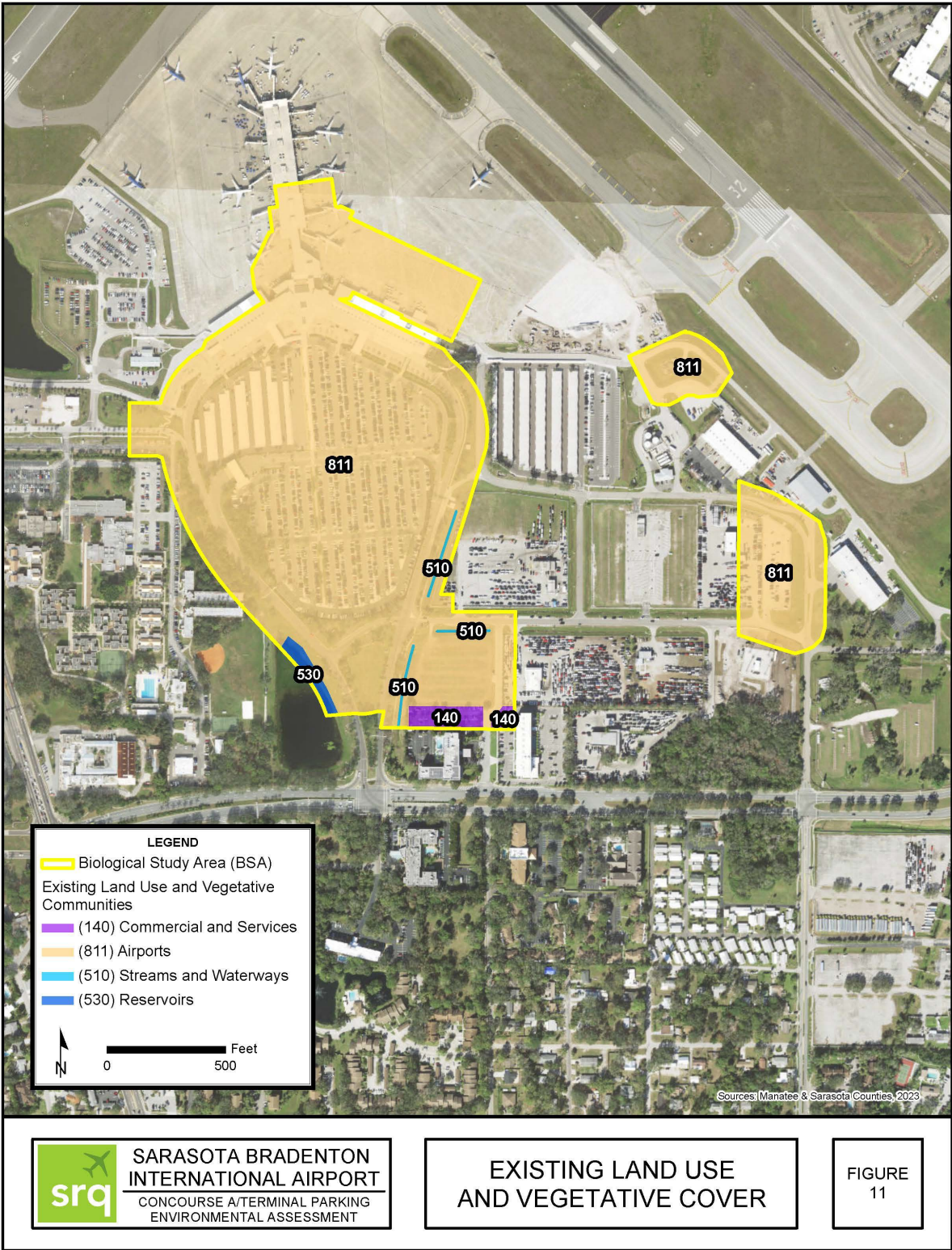
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FIGURE 10. DIRECT AND GENERALIZED STUDY AREAS



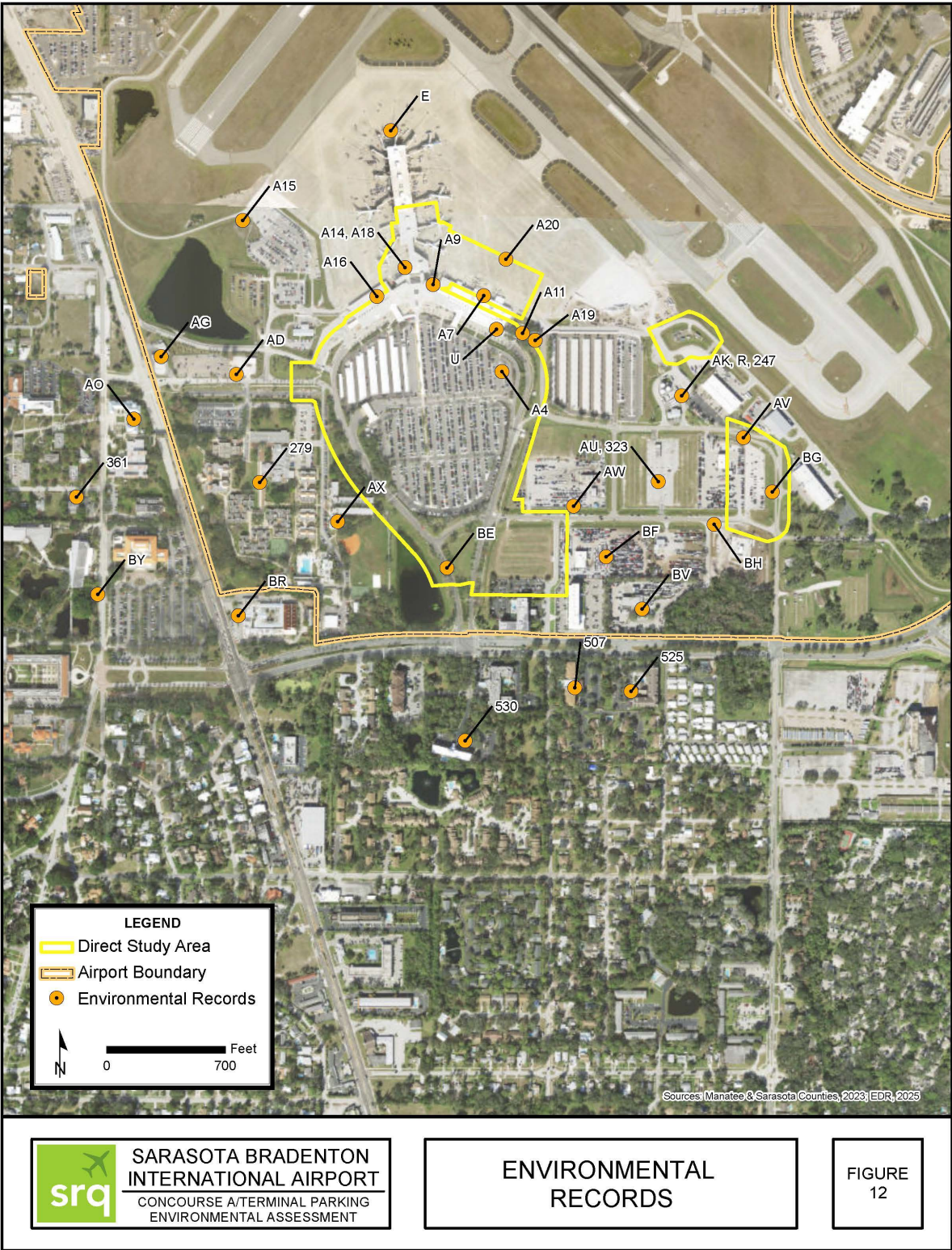
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FIGURE 11. EXISTING LAND USE AND VEGETATIVE COVER



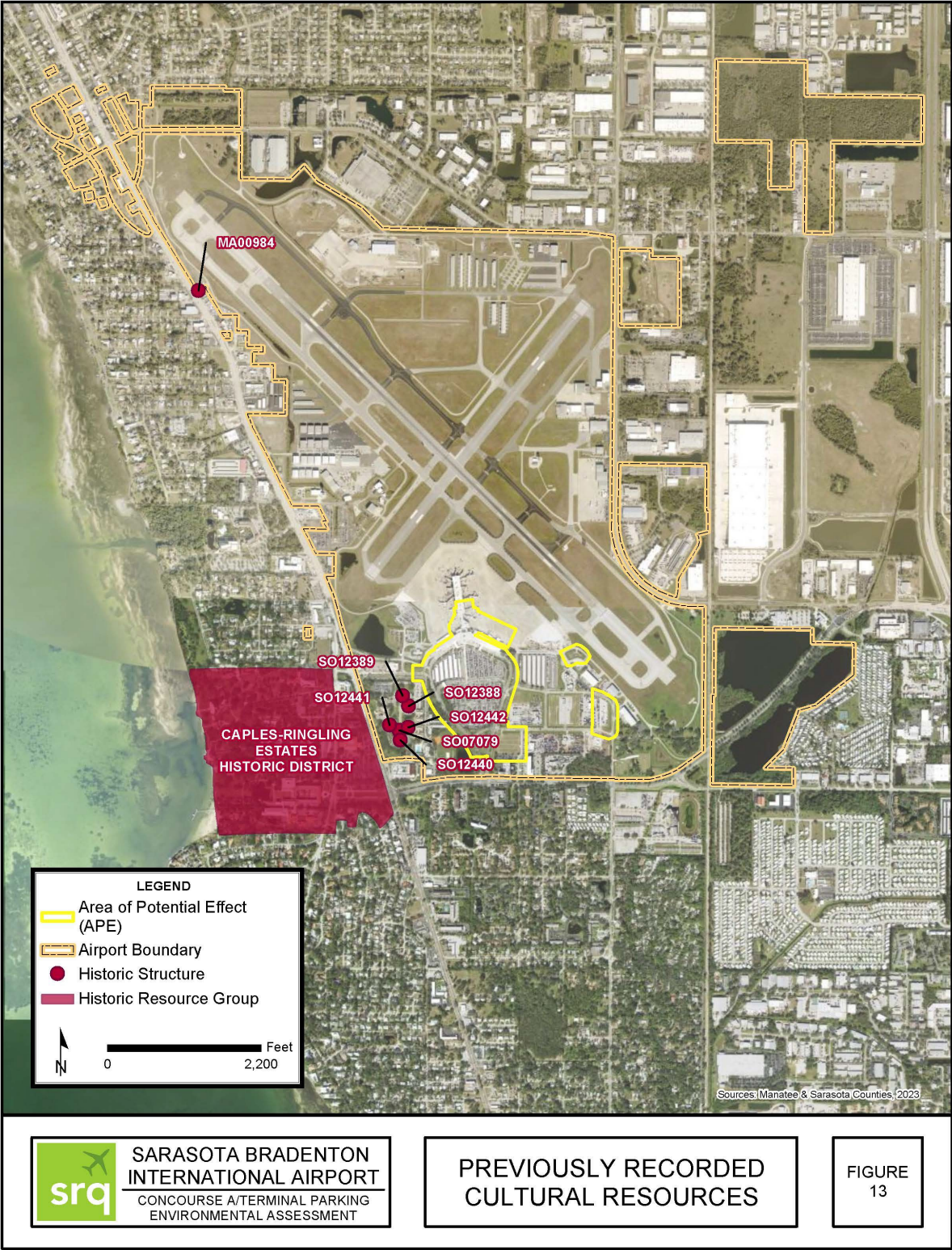
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FIGURE 12. ENVIRONMENTAL RECORDS



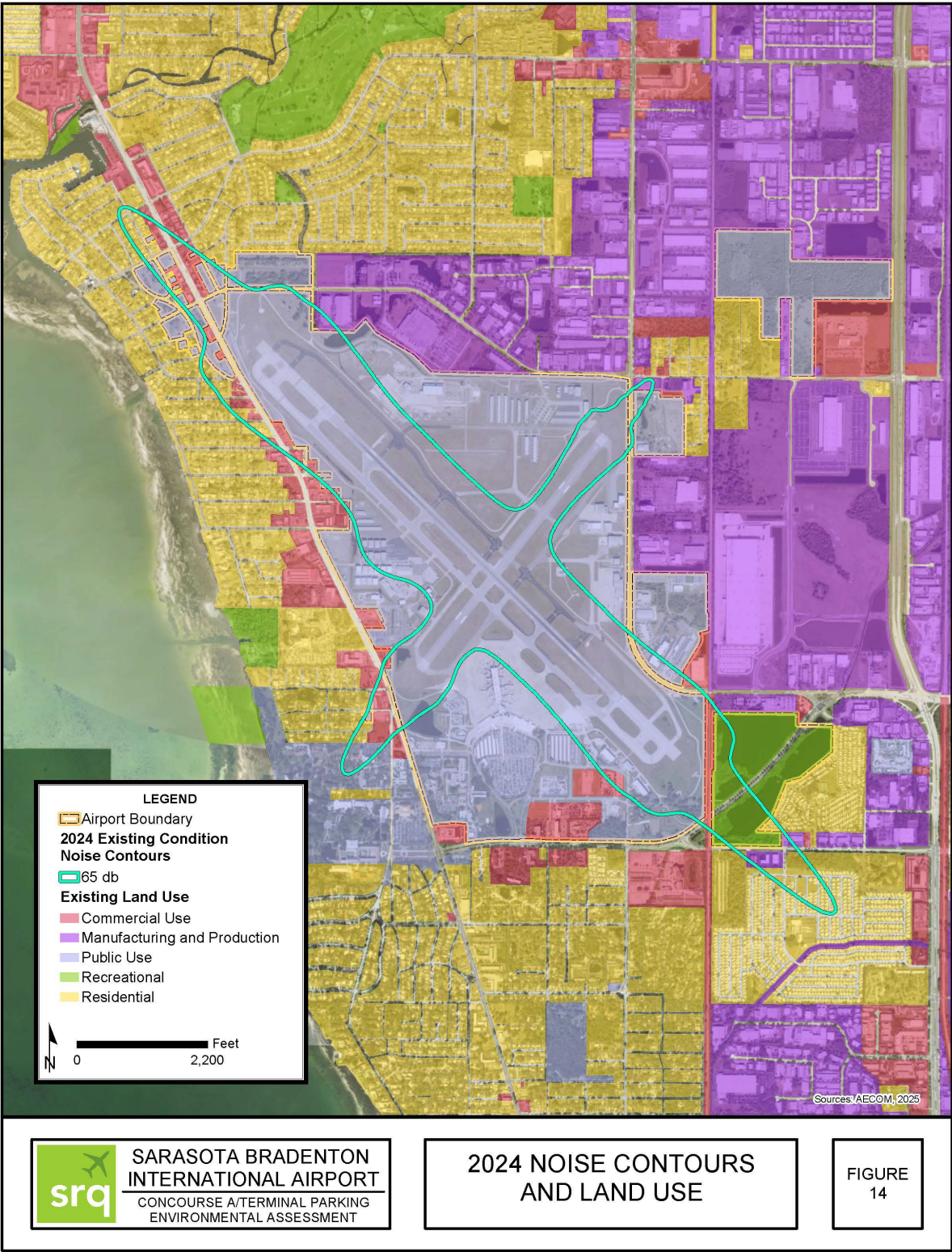
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FIGURE 13. PREVIOUSLY RECORDED CULTURAL RESOURCES



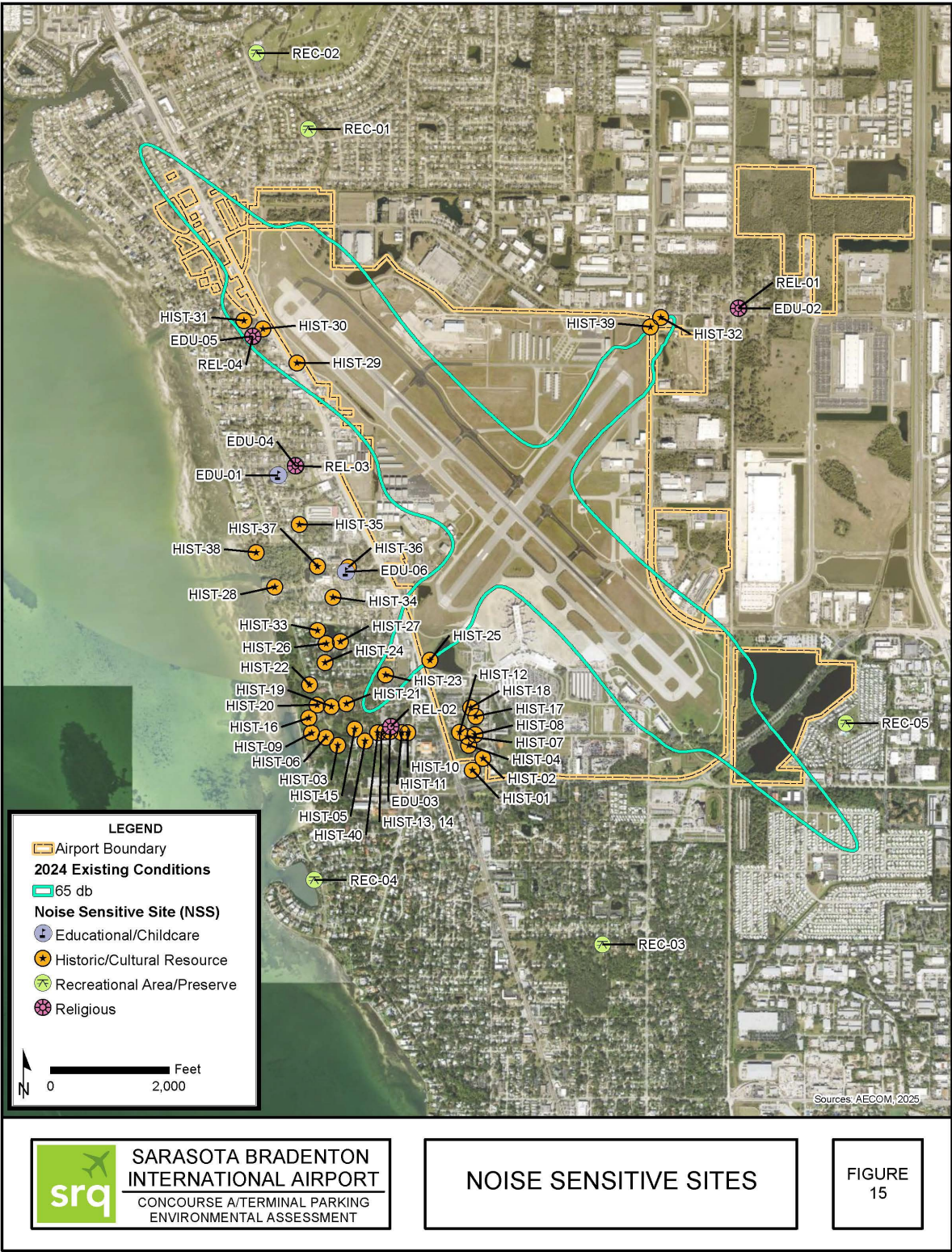
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FIGURE 14. 2024 NOISE CONTOURS AND LAND USE



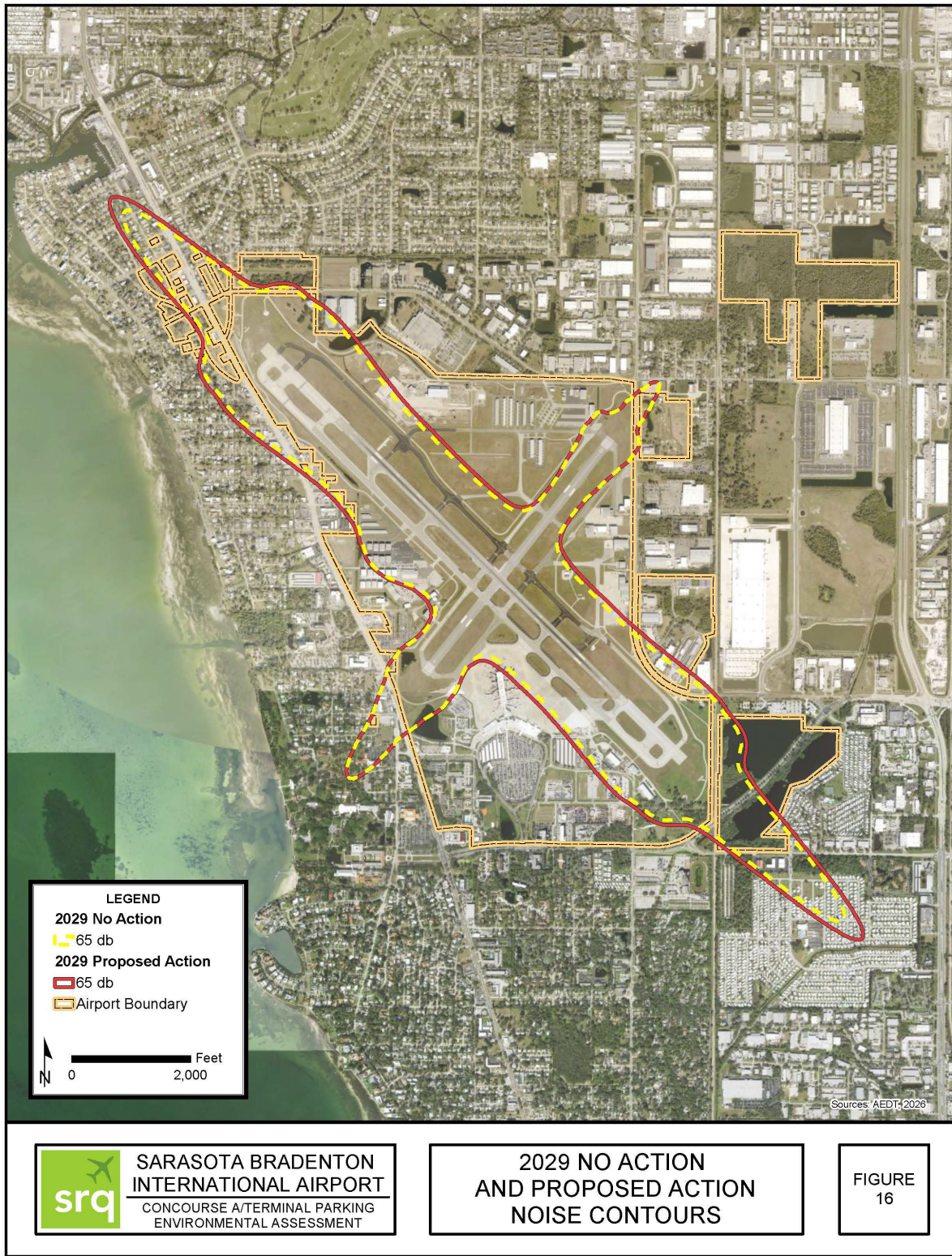
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FIGURE 15. NOISE SENSITIVE SITES



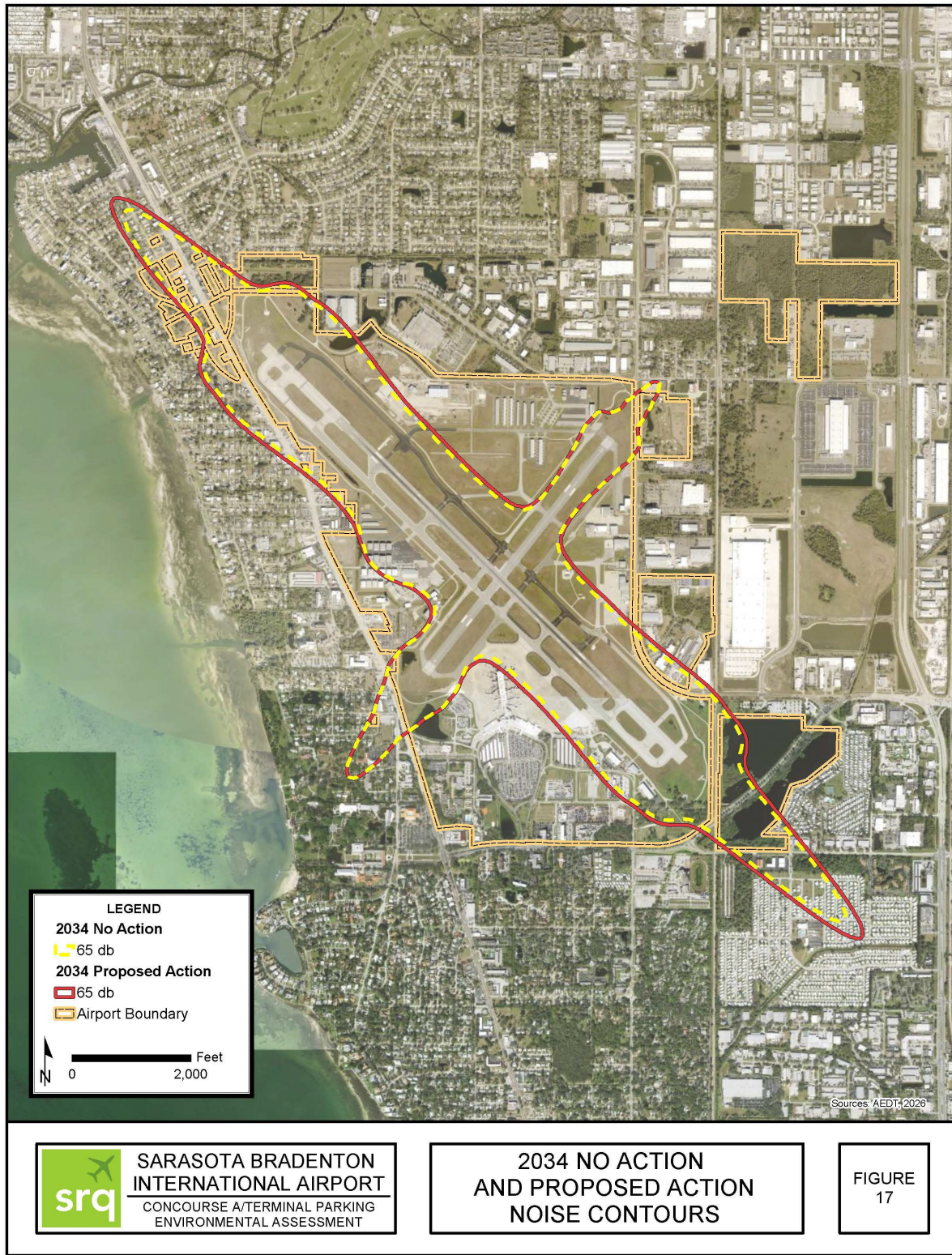
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FIGURE 16. 2029 NO ACTION AND PROPOSED ACTION NOISE CONTOURS



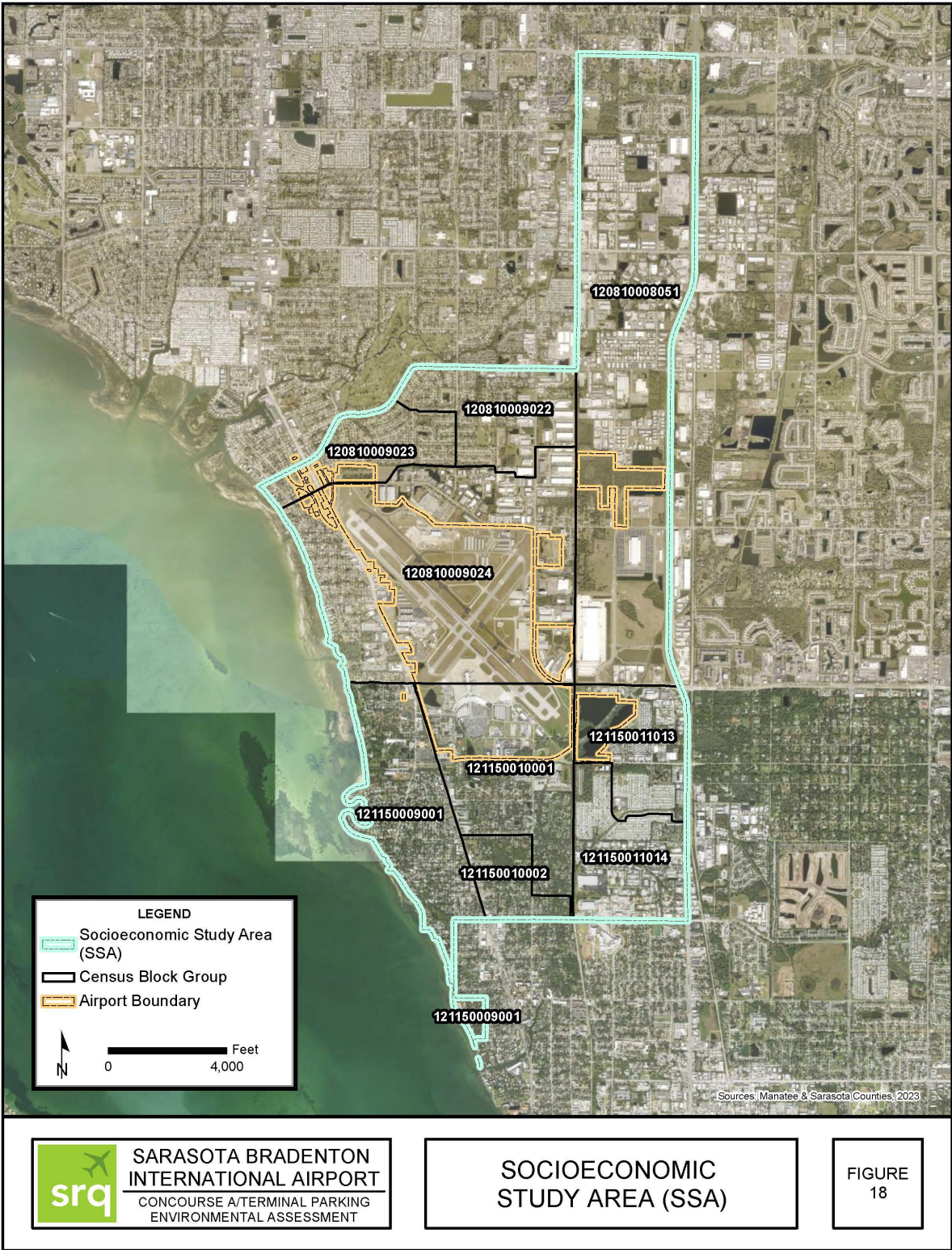
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FIGURE 17. 2034 NO ACTION AND PROPOSED ACTION NOISE CONTOURS



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FIGURE 18. SOCIOECONOMIC STUDY AREA



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FIGURE 19. EXISTING ROADWAY CONFIGURATIONS

