

Supplement to the 2018 Supplemental EA/FONSI for Five-Year Capital Improvement Program



Carroll County Regional Airport (DMW)
Westminster, Maryland

DRAFT

Delta Project 16019

Contents

1. Introduction/Background	1
2. Proposed Action.....	3
3. Purpose and Need.....	5
4. Alternatives	6
4.1 No Build/No Action	6
4.2 Build/Proposed Action	6
5. Affected Environment.....	6
5.1 Air Quality	7
5.2 Biological Resources.....	8
5.3 Climate	9
5.4 Coastal Resources	9
5.5 Department of Transportation (DOT) Act, Section 4(f)	10
5.6 Farmlands.....	10
5.7 Hazardous Materials, Solid Waste, and Pollution Prevention	10
5.8 Historical, Architectural, Archaeological, and Cultural Resources.....	10
5.9 Land Use.....	11
5.10 Natural Resources and Energy Supply	11
5.11 Noise and Noise-Compatible Land Use.....	11
5.12 Socioeconomics, Environmental Justice, and Children’s Environmental Health and Safety Risks	11
5.13 Visual Effects	11
5.14 Water Resources	12
5.14.1 Floodplains.....	12
5.14.2 Groundwater.....	12
5.14.3 Surface Water	12
5.14.4 Wild and Scenic Rivers	12
5.14.5 Wetlands	12
6. Environmental Consequences	12
6.1 Air Quality	12
6.2 Biological Resources.....	13
6.3 Climate	14
6.4 Coastal Resources	14



6.5	Department of Transportation, Section 4(f) Resources.....	14
6.6	Farmlands.....	14
6.7	Hazardous Materials, Solid Waste, and Pollution Prevention	15
6.8	Historical, Architectural, Archaeological and Cultural Resources.....	15
6.9	Land Use.....	15
6.10	Natural Resources and Energy Supply	16
6.11	Noise and Noise-Compatible Land Use.....	16
6.12	Socioeconomics, Environmental Justice (EJ), and Children’s Health and Safety Ricks	16
6.13	Visual Effects	16
6.14	Water Resources	17
6.14.1	Wetlands	17
6.14.2	Floodplains	17
6.14.3	Surface Waters	17
6.14.4	Groundwater.....	18
6.14.5	Wild and Scenic Rivers	18
7.	List of Preparers	18
8.	List of Agencies and Persons Consulted.....	18

List of Figures

Figure 1, Proposed Action from the 2018 Supplemental EA	2
Figure 2, Proposed Property Interest Acquisition on Parcel 19.....	4
Figure 3, Proposed, Additional Grading.....	5
Figure 4, Plat of Parcel 19 with Proposed Grading Easement Highlighted	7
Figure 5, Delineated Wetlands, 2018.....	9

List of Attachments

- Attachment 1- 2009 and 2018 FONSI's
- Attachment 2- City/County Communication
- Attachment 3- USFWS Coordination
- Attachment 4- Section 106 Coordination



1. Introduction/Background

This document provides a Supplement to the 2018 Supplemental Environmental Assessment (EA)/ Finding of No Significant Impact (FONSI) for “Five-Year Capital Improvement Program” at the Carroll County Regional Airport (DMW) in Westminster, Maryland. This Supplemental document has been prepared in accordance with Federal Aviation Administration (FAA) Order 1050.1F, Paragraph 9-3.

The Carroll County Regional Airport (DMW) is a general aviation airport in Westminster, Maryland which is owned and operated by the Commissioners of Carroll County. There is one runway at the Airport, Runway 16-34, which is 5,100 feet long and 100 feet wide.

An EA was prepared by the County in 2009 and a FONSI was issued by FAA in April 2009 for the development of the Airport’s proposed, five-year capital improvement program (see [Attachment 1](#)). The EA was prepared based on the Preferred Alternative from the 2007 Airport Master Plan Update (MPU).

The Proposed Action analyzed in the 2009 EA included a recommended 6,400-foot replacement runway. Following the 2009 EA, the operational demand anticipated by the 2007 MPU did not materialize, and the County prepared a new MPU in 2015. A Supplemental EA was prepared in 2018, based on the new development plan included in the 2015 MPU. The FAA issued a FONSI for the Supplemental EA in May 2018 (see [Attachment 1](#)). The 2018 Proposed Action is depicted in [Figure 1](#).

Since the 2018 FONSI was issued, the following has been accomplished:

- Land Acquisition
Fee acquisition of Parcels 15, 16, 18, 20, 22 (see parcel designations in [Figure 1](#))
- Design
“Phase 1 Preliminary Engineering” for the Meadow Branch Road Realignment project has been scoped

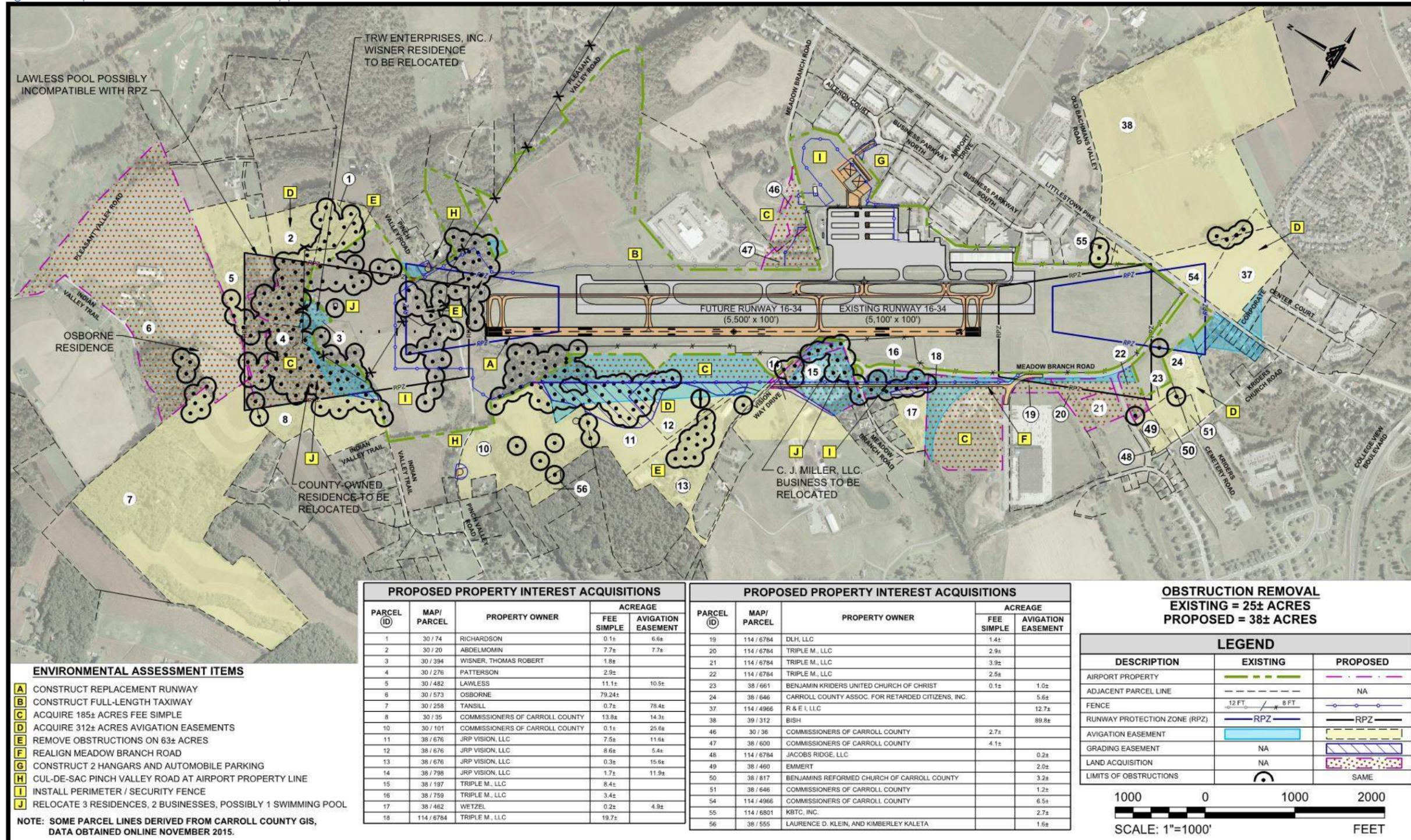
The 2018 Supplemental EA also included a preliminary engineering component, which was included as an appendix to the Supplemental EA document. After the 2018 FONSI was issued, it was determined that several areas identified by the preliminary engineering effort were not captured in the 2018 Supplemental EA Study Area. These include the grading of the extended Runway Safety Area (RSA) associated with the replacement runway (approximately five acres), and an approximately 0.14-acre grading easement along the western border of Parcel 19.

Parcel 19 is a privately-owned parcel adjacent to Meadow Branch Road which is used for industrial purposes and is improved with a manufacturing facility. The 2018 Supplemental EA proposed the fee acquisition of approximately 1.4 acres of Parcel 19 to facilitate the realignment of Meadow Branch Road (see [Figure 1](#)) but did not depict a proposed grading easement on the parcel.

The addition of the grading easement and two areas of additional grading are the revisions to the 2018 Proposed Action for which this 2020 EA Supplement is being prepared.



Figure 1, Proposed Action from the 2018 Supplemental EA



Source: Delta Airport Consultants, Inc. exhibit



2. Proposed Action

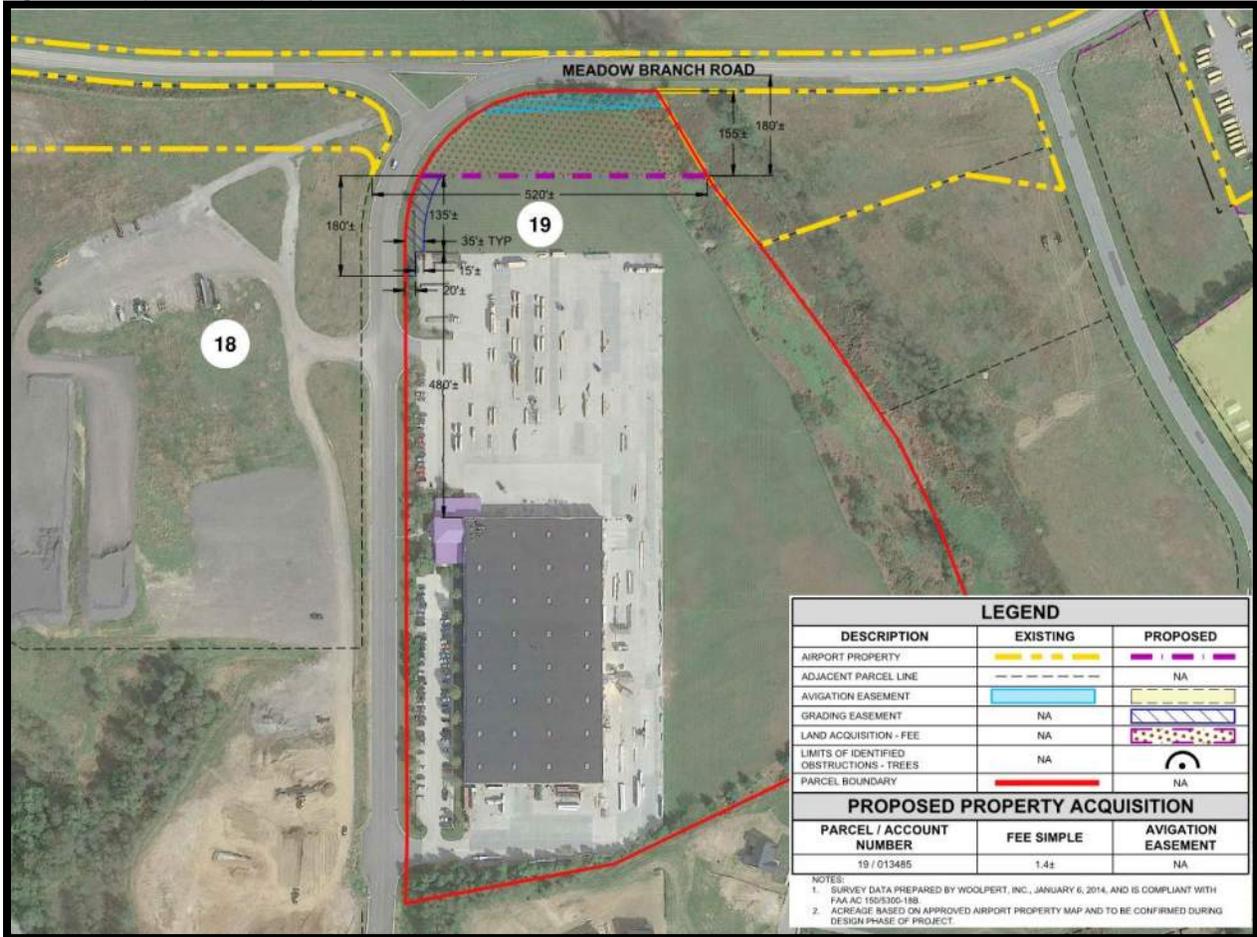
The Proposed Action analyzed in this 2020 Supplemental EA is the acquisition of an approximately 0.14-acre grading easement and the associated grading on Parcel 19; and, approximately five acres of grading within the extended RSA associated with the replacement Runway 16-34. The Proposed Action is depicted in **Figures 2 and 3**. **Figure 2** depicts the proposed property interest acquisition on Parcel 19, both the fee acquisition included in the 2018 Supplemental EA and the additional area of grading easement. **Figure 3** depicts in yellow the additional areas of proposed grading.

The grading on Parcel 19 is associated with the realignment of Meadow Branch Road, which runs along the western border of airport property. To accommodate the proposed, replacement runway and its associated Object-Free Area (OFA), this road is proposed to be realigned to the west and straightened (see **Figure 1**). This new location maintains the local access to residents and businesses along the new, proposed airport property line. At the southwestern border of airport property near the existing Runway 34 end, Meadow Branch Road is intersected perpendicularly with a road that provides access to the industrial parcels in the area, including Parcel 19. This road is also referred to as “Meadow Branch Road”. To maintain adequate turning radii at this intersection after the road realignment is complete, the curves of this intersection must be graded appropriately, which will require a small portion of grading on Parcel 19. The 0.14-acres of proposed grading and the acquisition of the associated grading easement on Parcel 19 is for this purpose.

The proposed, on-airport grading is associated with the extended RSA to the replacement Runway 32 end. An RSA is a defined surface surrounding the runway, prepared (typically by grading) or suitable for reducing the risk of damage to aircraft in the event of an undershoot, overshoot, or excursion from the runway.



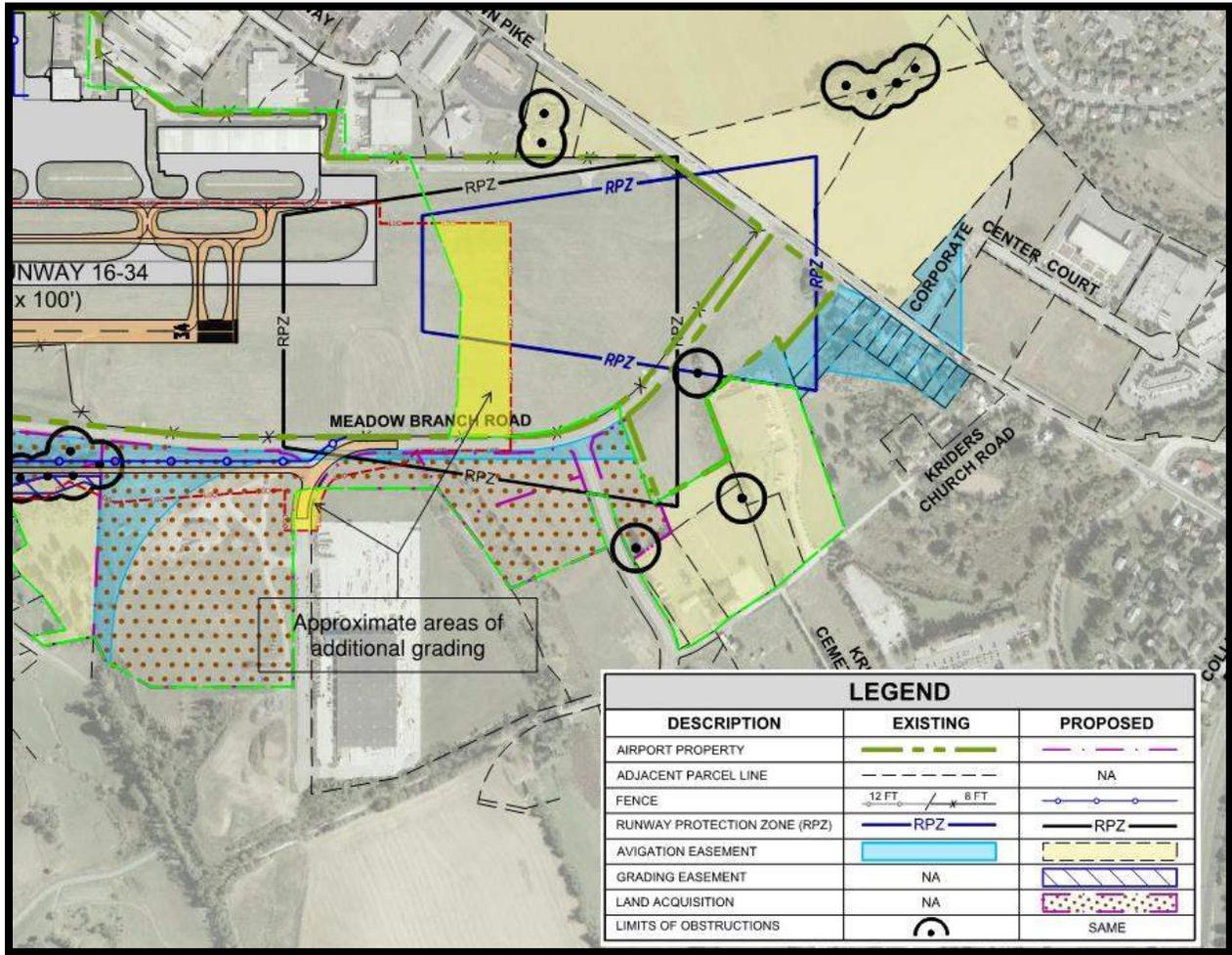
Figure 2, Proposed Property Interest Acquisition on Parcel 19



Source: Delta Airport Consultants, Inc. exhibit



Figure 3, Proposed, Additional Grading



Source: Delta Airport Consultants, Inc. exhibit

3. Purpose and Need

As noted previously, the grading on Parcel 19 is associated with the realignment of Meadow Branch Road and the associated, perpendicular intersection of Meadow Branch Road and the road bordering Parcel 19. The proposed, on-airport grading is associated with the extended RSA to the replacement Runway 32 end.

The proposed grading and grading easement evaluated in this Supplemental EA are associated with the greater, five-year development program which was environmentally evaluated in the 2018 Supplemental EA. Therefore, they support the overarching Purpose and Need for that Proposed Action. As stated in the 2018 EA, the purpose of the Proposed Action is to provide sufficient airfield infrastructure to support the current and projected demand for aviation activities in the greater Carroll County, Maryland region, and to continue to serve in its role as a general aviation reliever airport for



Baltimore/Washington International Thurgood Marshall Airport (BWI). The need for the Proposed Action is the inability of current conditions to support the current and projected user demand at DMW.

4. Alternatives

This section compares the No Build/No Action and the Build/Proposed Action alternatives.

4.1 No Build/No Action

The No Build alternative serves as a basis for comparing environmental consequences of other potential alternatives. Under the No Build alternative, the proposed grading easement would not be acquired, and the proposed grading would not be accomplished. The lack of grading would prevent the project from meeting FAA design standards (in the case of the RSA) and local and state design standards (in the case of the grading necessary for turning radii), which would likely prevent the project from being approved/permitted. This would prevent the project from providing the sufficient airfield infrastructure to support the current and project aviation demand at DMW. Because this alternative does not meet the stated Purpose and Need, it was not considered further.

4.2 Build/Proposed Action

The Proposed Action assumes that the proposed grading easement would be acquired, and that the associated grading and RSA grading would be accomplished. This would allow the project to meet FAA and local and state design standards and support the necessary permitting and approvals. Because the Build alternative enables the County to move forward with the project, therefore supporting the stated Purpose and Need, it has been selected as the Preferred Alternative.

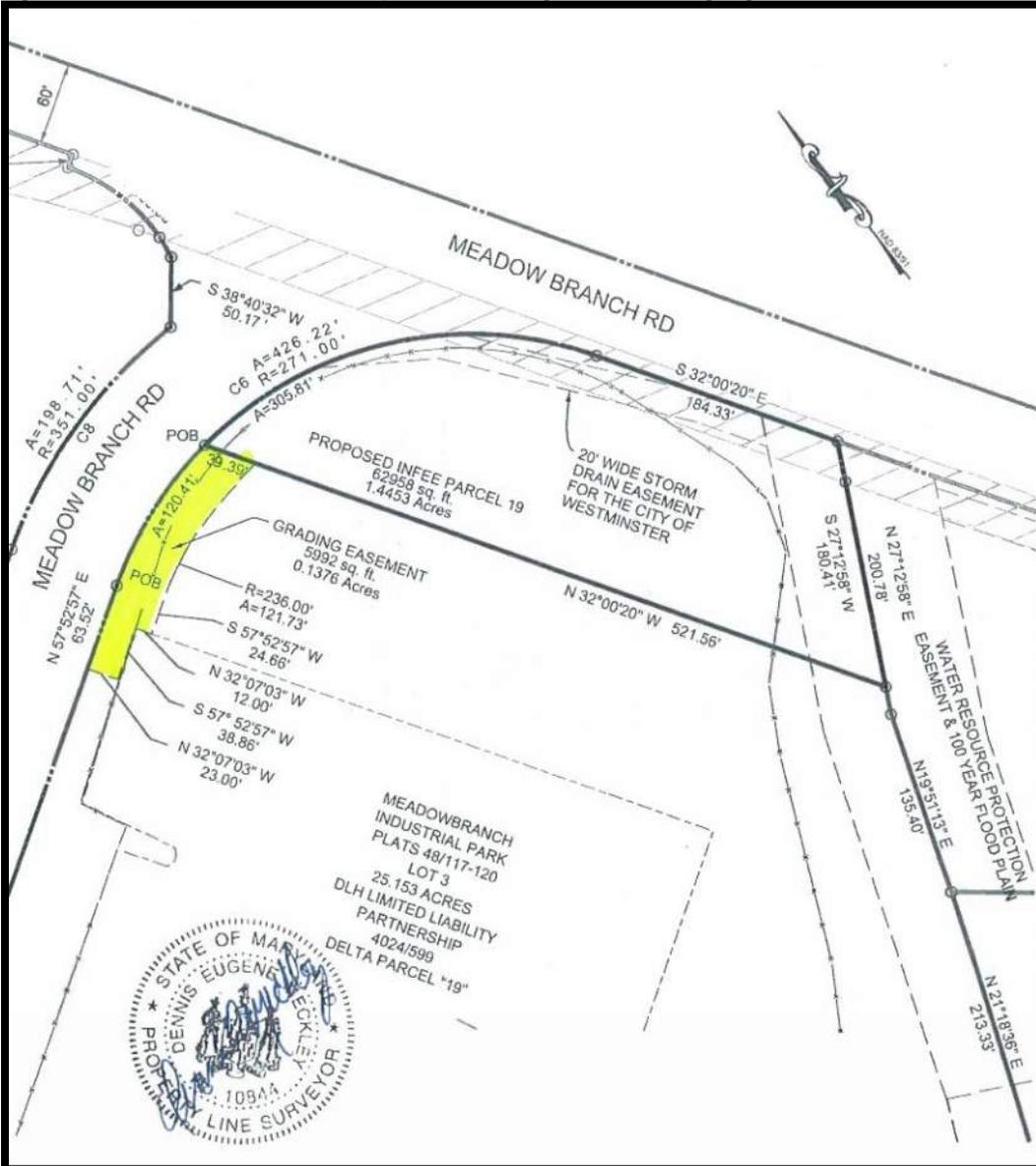
5. Affected Environment

DMW is an operating, general aviation airport which encompasses approximately 475 acres within Carroll County, Maryland. The airport property is largely built out and disturbed. There is one runway at the airport, Runway 16-34, which is 5,100 feet long and oriented in a northwest-southeast direction.

Parcel 19 is a privately-owned parcel located southwest of the airport property, separated from the airport by Meadow Branch Road (see [Figure 2](#)). The parcel is used for industrial purposes and is improved with a manufacturing facility. A plat prepared for the parcel during a concurrent land acquisition effort by the County identified a 20 foot wide storm drain easement held by the City of Westminster on the parcel, as well as a Water Resource Protection Easement & 100 Year Floodplain (see [Figure 4](#)). Carroll County has confirmed that the easements are platted but not deeded, meaning there are not explicit allowances and prohibitions for that area. Federal Emergency Management Agency (FEMA) flood mapping does not identify floodplains on or near Parcel 19; the County noted that it regulates both FEMA and non-FEMA floodplains as long as there is baseflow that is not from a storm event (see [Attachment 2](#)).



Figure 4, Plat of Parcel 19 with Proposed Grading Easement Highlighted



Source: Carroll Land Services, Inc., April 2017

This section is to include a description of each of the environmental impact categories as listed in FAA Order 1050.1F to establish a “baseline” from which to assess potential impacts.

5.1 Air Quality

Pursuant to the Clean Air Act (CAA), the Environmental Protection Agency (EPA) establishes, enforces, and periodically reviews the National Ambient Air Quality Standards (NAAQS). NAAQS have been established for six common air pollutants, referred to as criteria pollutants: carbon monoxide (CO), lead (Pb), nitrogen dioxide (NO₂), ozone (O₃), particulate matter with a diameter of 10 micrometers or less



(PM₁₀), particulate matter (PM) with a diameter of 2.5 micrometers or less (PM_{2.5}), and sulfur dioxide (SO₂). The EPA designates areas as either meeting (attainment) or not meeting (nonattainment) the NAAQS. Once the measured pollutant concentrations in a nonattainment area meet the NAAQS and the additional re-designation requirements in the CAA, the EPA will designate the area as a maintenance area.

The Airport is in Carroll County, Maryland. Carroll County is a Non-Attainment area for ozone and for fine particulate matter (PM_{2.5}).

5.2 Biological Resources

Biological resources include various types of flora (plants) and fauna (fish, birds, reptiles, amphibians, etc.) as well as lakes, rivers, wetlands, forests, and upland habitats. The Airport property is bordered by commercial, institutional, industrial, residential, and agricultural properties. Vegetative communities within the site reflect these varied land uses and include mowed lawns, agricultural fields, forests, floodplains, and wetlands. The areas proposed for grading are previously disturbed (either graded or paved).

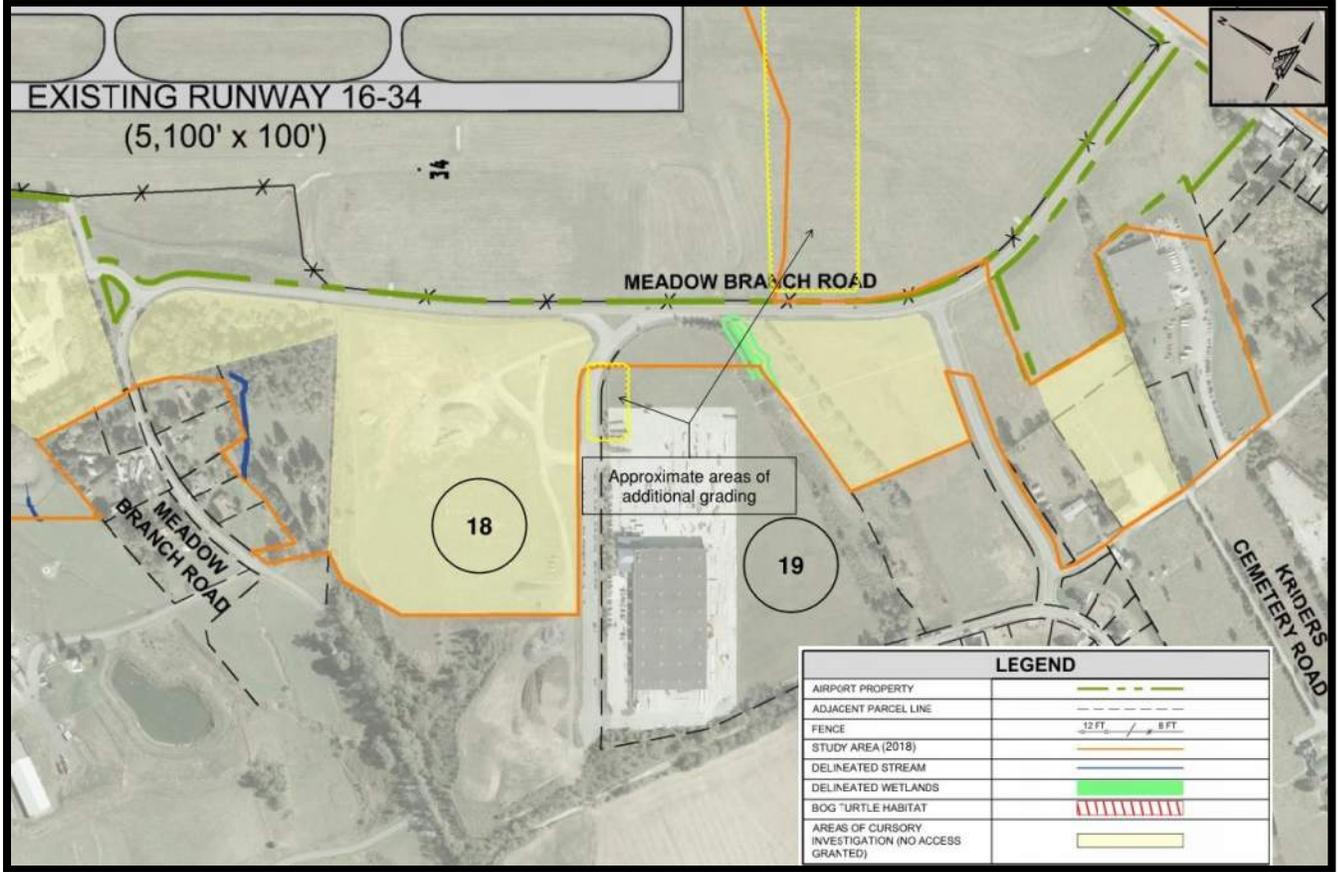
Coordination with the United States Fish and Wildlife Service (USFWS) during the 2018 Supplemental EA identified one federally threatened species, the Indiana Bat, as having the potential to occur or be affected by activities in the project location. The USFWS Information for Planning and Consultation (IPaC) database identified no critical habitats, wildlife refuges, or fish hatcheries within the full project area. A renewed search of the IPaC database conducted in 2020 identified a second federally protected species, the Northern Long-eared Bat, which could be found in the vicinity of the project.

A field survey to investigate the presence of rare, threatened and endangered species within the project area was conducted during the 2018 Supplemental EA, which did not identify protected species or suitable habitat for protected species on the portion of Parcel 19 included in the 2018 study area or on the southern portion of the airfield, where the additional RSA grading is proposed.

A field survey was also conducted during the 2018 Supplemental EA to delineate wetlands within the project area. A small patch of wetlands was identified on the eastern border of Parcel 19 (see [Figure 5](#)).



Figure 5, Delineated Wetlands, 2018



5.3 Climate

Greenhouse gas (GHG) is a category of pollutants for which there is global and national concern. The majority of GHG emissions from transportation are CO₂ emissions resulting from the combustion of petroleum-based products, like gasoline, in internal combustion engines. GHG emissions have not been regulated under the CAA as air pollutants. Currently, there are no federal standards for GHG emissions applicable to aviation.

5.4 Coastal Resources

Coastal resources can include islands, transitional, and intertidal areas, salt marshes, wetlands, floodplains, estuaries, beaches, dunes, barrier islands, and coral reefs, as well as fish and wildlife and their respective habitats within these areas. Federal activities involving or affecting coastal resources are governed by the Coastal Barrier Resources Act (CBRA), the Coastal Zone Management Act (CZMA), and Environmental Order (EO) 13089, *Coral Reef Protection*.

Carroll County is not located within the Maryland Coastal Zone.



5.5 Department of Transportation (DOT) Act, Section 4(f)

Section 4(f) of the U.S. DOT Act of 1966 protects significant publicly owned parks, recreational areas, wildlife and waterfowl refuges, and public and private historic sites. The Proposed Action would occur on dedicated airport property and on a privately-owned parcel adjacent to airport property. There are no known Section 4(f) resources on or near where the Proposed Action would occur.

5.6 Farmlands

Farmlands are agricultural areas considered important and protected by federal, state, and local regulations. The Farmland Protection Policy Act (FPPA) regulates federal actions with the potential to convert farmland to non-agricultural uses. Specifically, the Act regulates farmland as prime, unique, or of statewide or local importance. The Proposed Action would occur on dedicated airport property and on a privately-owned parcel adjacent to airport property, which is previously disturbed. According to FAA Order 1050.1F Desk Reference, direct impacts to farmlands typically involve the conversion of farmlands to non-agricultural use.

5.7 Hazardous Materials, Solid Waste, and Pollution Prevention

Hazardous materials, solid waste, and pollution prevention are impact categories that include an evaluation of potential waste streams, potential hazardous materials either used during construction/operation or encountered at a contaminated site, and potential to interfere with ongoing remediation of a contaminated site.

The County conducted a Phase I Environmental Due Diligence Audit (EDDA) on Parcel 19 in 2017, during a concurrent, land acquisition project. The EDDA identified one 500-gallon diesel and one 138-gallon kerosene above-ground storage tank (AST) located on concrete without secondary containment. Due to the lack of secondary containment, these ASTs are considered Recognized Environmental Conditions (RECs). A Phase II EDDA was conducted on Parcel 19 in September 2019, which concluded that the RECs have not impacted subsurface conditions on the site and that additional soil sampling is not warranted in the location of the proposed property acquisition area.

Neither the Airport property nor Parcel 19 appear on EPA databases for hazardous materials (“Superfund Sites” or “Cleanups in my Community” databases).

5.8 Historical, Architectural, Archaeological, and Cultural Resources

Historical, architectural, archaeological, and cultural resources encompass a range of sites, properties, and physical resources relating to human activities, society, and cultural institutions.

A Phase 1 Cultural Resources survey was completed in June 2008 on the airport property and surrounding parcels (a 233-acre project area), as part of the 2009 EA effort, which identified three resources which were potentially eligible for listing on the National Register of Historic Places (NRHP). A subsequent Phase II evaluation recommended that one of these resources be “potentially eligible” for listing on the NRHP. After coordination with the Maryland Historical Trust (MHT), the 2009 EA/FONSI concluded that no resources would be impacted by the Proposed Action (including visual impacts). Renewed coordination was conducted during the 2018 Supplemental EA effort; MHT confirmed the “No Effect” conclusion. MHT was contacted during this 2020 Supplemental EA effort and has confirmed that



no additional impacts to historic properties are anticipated as a result of the proposed grading easement and additional grading. Two Native American tribes, the Delaware Nation and the Seneca-Cayuga Nation, have previously expressed interest in Carroll County. Coordination letters were submitted to both tribes in February 2020.

5.9 Land Use

DMW is an operating, general aviation airport which is nearly built out. The Airport property is bordered by commercial, institutional, industrial, residential, and agricultural properties. Parcel 19, which is southwest of airport property, is a privately-owned parcel used for industrial purposes.

The Proposed Action includes the grading of on-airport property to meet FAA design standards related to the RSA, and the acquisition of an approximately 0.14-acre grading easement on Parcel 19, and the associated grading related to road realignment.

5.10 Natural Resources and Energy Supply

Natural resources and energy supply provide an evaluation of a project's consumption of natural resources (such as water, petroleum for asphalt, stone for aggregate, wood, etc.) and use of energy supplies (such as coal for electricity, natural gas for heating, and fuel for aircraft or other ground vehicles). The Proposed Action involves grading of land, which could require construction vehicles likely powered by fuel and water for weighing down construction dust, among other sources of natural resources and energy.

5.11 Noise and Noise-Compatible Land Use

Parcel 19 is a privately-owned parcel adjacent to Meadow Branch Road which is used for industrial purposes and is improved with a manufacturing facility. In general, industrial and manufacturing uses are considered to be compatible with airport operations.

5.12 Socioeconomics, Environmental Justice, and Children's Environmental Health and Safety Risks

Socioeconomics is an umbrella term used to describe potential impacts on the human environment such as population, employment, housing, and public services, with special attention given to the potential disproportionate impacts of a proposed project to low-income or minority populations, or children. The project would be limited to occurring on an operating airfield and on an adjacent, privately owned parcel.

5.13 Visual Effects

Visual effects are broken into two categories: *Light Emissions* and *Visual Resources and Character*. The Proposed Action would occur on an operating airfield and on a privately-owned parcel adjacent to Meadow Branch Road which is used for industrial purposes and is improved with a manufacturing facility. In general, industrial and manufacturing uses are considered to be compatible with airport operations.



5.14 Water Resources

5.14.1 Floodplains

The 2018 Supplemental EA did not identify federally-designated floodplains in the project area based on FEMA mapping. A plat prepared for Parcel 19 during a separate land acquisition effort by the County identified a Water Resource Protection Easement & 100 Year Floodplain on the parcel (see [Figure 4](#)). Carroll County has confirmed that the easements are platted but not deeded, meaning there are not explicit allowances and prohibitions for that area. The County noted that it regulates both FEMA and non-FEMA floodplains as long as there is baseflow that is not from a storm event.²

5.14.2 Groundwater

Groundwater is surface water that is stored between sand, clay, and rock formations, and includes aquifers, geologic layers which store and transmit groundwater to wells, springs, and other water sources. The Proposed Action does not include the addition of impervious surface which could prevent surface water from seeping into the ground. The EPA “Sole Source Aquifers” online mapper does not identify a sole source aquifer on or near the airport property.

5.14.3 Surface Water

Surface waters include streams, rivers, lakes, ponds, estuaries, and oceans. There are no surface waters on or near the proposed areas of grading.

5.14.4 Wild and Scenic Rivers

There are no federally designated Wild and Scenic rivers in Maryland nor state-designated rivers in the vicinity of the airport and project area.

5.14.5 Wetlands

A field survey was conducted during the 2018 Supplemental EA to delineate wetlands within the project area. A small patch of PEM wetlands was identified on the eastern border of Parcel 19 (see [Figure 5](#)). The proposed, additional grading and grading easement would take place on the opposite side of the parcel. The same patch of wetlands is separated from the “RSA grading area” by the airport perimeter fence and Meadow Branch Road.

6. Environmental Consequences

This section examines the environmental categories listed in FAA Order 1050.1F *Environmental Impacts: Policies and Procedures*. The reasonably foreseeable environmental consequences of the Proposed Action and No Action alternatives are discussed.

6.1 Air Quality

The Airport is located in Carroll County, Maryland which is a Non-Attainment area for ozone and for fine particulate matter (PM_{2.5}).

² Source: Patrick Varga, CFM, Carroll County Bureau of Resource Management, 03/30/20



- **No Build:** As it does not involve construction, the No Build alternative would not create adverse impacts to air quality.
- **Build/Proposed Action:** The 2018 Supplemental EA/FONSI stated that limited short-term effects resulting from construction operations may occur from the proposed projects, which would be mitigated by the Sponsor's proposed adherence to the applicable Best Management Practices (BMPs) specified in FAA Advisory Circular (AC) 150/5370-10, Standards for Specifying Construction of Airports, Item P-156, "Temporary Air and Water Pollution, Soil Erosion, and Siltation Control". These mitigation measures would extend to the proposed, additional grading. *No significant air quality impacts are anticipated from acquisition of the 0.14± acre grading easement or the associated, proposed grading; or from the proposed, additional RSA grading.*

6.2 Biological Resources

The USFWS IPaC database has identified the Indiana Bat and the Northern Long-eared Bat as protected species which could be found in the project area; no critical habitats, wildlife refuges, or fish hatcheries were identified within the project area or in the vicinity.

- **No Build:** As it does not involve construction, the No Build alternative would not create adverse impacts to biological resources.
- **Build/Proposed Action:** To avoid impacts to the Indiana bat, the 2018 Supplemental EA noted that it may be necessary during the design phase to identify individual potential roost trees or maternity habitat and avoid their removal, or to remove trees during winter months when they are not being used as seasonal roosts. While the proposed grading effort on Parcel 19 could remove four to five individual trees, it is not anticipated that habitat for the Northern long-eared bat or Indiana Bat would be significantly impacted. The proposed RSA area grading does not involve tree removal. USFWS confirmed in March 2020 that no impacts are anticipated from the additional, proposed grading (see [Attachment 3](#)).

A field survey to investigate the presence of rare, threatened and endangered species within the project area was conducted during the 2018 Supplemental EA, and did not identify any species in the field, nor did it identify potential habitat for threatened species on the portion of Parcel 19 included in the 2018 study area or on the southern portion of the airfield where the additional RSA grading is proposed. The habitat for the Indiana Bat and the Northern long-eared bat is similar. *Because the "additional areas" are developed, it is reasonable to conclude that they also do not contain suitable habitat for species.*

During the 2018 Supplemental EA, a small patch of PEM wetlands was identified on the eastern border of Parcel 19 (see [Figure 5](#)). The proposed, additional grading and grading easement would take place on the opposite side of the parcel. The same patch of wetlands is separated from the "RSA grading area" by the airport perimeter fence and Meadow Branch Road.

The 2018 Supplemental EA/FONSI stated that limited short-term effects, such as to water resources, resulting from construction operations may occur from the proposed projects, which would be mitigated by the Sponsor's proposed adherence to the applicable BMPs specified in FAA Advisory AC 150/5370-10, Standards for Specifying Construction of Airports, Item P-156, "Temporary Air and Water Pollution, Soil Erosion, and Siltation Control". These mitigation measures would extend to the proposed, additional grading.



In consideration of the above, no adverse impacts to biological resources are anticipated from acquisition of the 0.14± acre grading easement or the associated, proposed grading; or, from the proposed, additional RSA grading.

6.3 Climate

The 2018 Supplemental EA/FONSI noted that as the Proposed Action is not associated with an increase in aircraft operations or aircraft operational changes, no measurable increase in greenhouse gases would occur and no climate impacts are anticipated.

- **No Build:** As it does not involve construction, the No Build alternative would not create adverse climate impacts.
- **Build/Proposed Action:** The proposed, additional grading is not associated with an increase in aircraft operations or aircraft operational changes. *There would be no measurable increase in greenhouse gases by the proposed grading easement and associated grading or the proposed, additional RSA grading; no impacts to climate are anticipated.*

6.4 Coastal Resources

As Carroll County is not located within the Maryland Coastal Zone, a consistency determination is not required and *no adverse impacts are anticipated to coastal resources by either the No Build alternative, or the Build/Proposed Action.*

6.5 Department of Transportation, Section 4(f) Resources

- **No Build:** As it does not involve construction, the No Build alternative would not impact Section 4(f) resources.
- **Build/Proposed Action:** The 2009 EA/FONSI concluded that there would be no impact to Section 4(f) resources from the Proposed Action. There are no known Section 4(f) properties on or near the areas proposed for additional grading/acquisition of the grading easement. Historic properties are one type of Section 4(f) resource. MHT was contacted during this 2020 Supplemental effort and has confirmed that no additional impacts to historic properties are anticipated as a result of the proposed grading easement and additional grading; or the proposed, additional RSA grading (see [Attachment 4](#)). *No impacts to Section 4(f) resources are anticipated as a result of the proposed project.*

6.6 Farmlands

After coordination with the Natural Resources Conservation Service (NRCS), the 2018 Supplemental EA/FONSI concluded that there would be no significant, adverse impact to farmlands as a result of the Proposed Action.

- **No Build:** As it does not involve construction, the No Build alternative would not impact farmlands.
- **Build/Proposed Action:** The areas proposed for grading easement/additional grading are on disturbed sites which are not actively farmed and which are used for industrial/airport purposes. *No significant impacts to farmlands are anticipated as a result of the proposed grading easement and additional, proposed areas of grading.*



6.7 Hazardous Materials, Solid Waste, and Pollution Prevention

A Phase I EDDA conducted on Parcel 19 in 2017, during a concurrent, land acquisition project, identified one 500-gallon diesel and one 138-gallon kerosene AST located on concrete without secondary containment. A Phase II EDDA completed in 2019 concluded that the tanks have not impacted subsurface conditions on the site and that additional soil sampling is not warranted in the location of the proposed property acquisition area.

- **No Build:** As it does not involve construction, the No Build alternative would not involve or impact hazardous resources or create significant amounts of solid waste or pollution.
- **Build/Proposed Action:** The area of additional RSA grading is previously disturbed and is on dedicated airport property. There is no anticipation of hazardous waste used or generated during the additional grading. Neither the Airport property nor Parcel 19 appear on EPA databases for hazardous materials (“Superfund Sites” or “Cleanups in my Community” databases). *There is no anticipated impact to or from hazardous materials as a result of the proposed grading easement and additional, proposed grading. The grading is not anticipated to create a significant amount of solid waste or pollution.*

6.8 Historical, Architectural, Archaeological and Cultural Resources

Two Native American tribes, the Delaware Nation and the Seneca-Cayuga Nation, have previously expressed interest in Carroll County. Coordination letters were submitted to both tribes in February 2020; as of the date that this document was drafted (early April 2020), no responses were received. In consideration of the delays caused by the current COVID-19 pandemic, responses from tribes are to be incorporated into the document until its finalization and approval.

- **No Build:** As it does not involve construction, the No Build alternative would not impact historical, architectural, archaeological or cultural resources.
- **Build/Proposed Action:** MHT was contacted during this 2020 Supplemental EA effort and has confirmed that *no additional impacts to historic properties are anticipated as a result of the proposed grading easement and additional grading* (see [Attachment 4](#)).

6.9 Land Use

The 2018 Supplemental EA/FONSI concluded that no significant impact to compatible land use is expected as a result of the proposed project and that the provisions set forth in the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 (“the Uniform Act”) would be followed with all property acquisitions and resident relocations.

- **No Build:** As it does not involve construction, the No Build alternative would not have land use impacts.
- **Build/Proposed Action:** The proposed, additional areas of grading and proposed grading easement would not change the current land use of the parcel or create land use incompatibilities; the Uniform Act would be followed with grading easement acquisition. *No land use impacts are anticipated as a result of the proposed grading easement and additional grading.*



6.10 Natural Resources and Energy Supply

The 2018 EA/FONSI concluded that there would be no impacts to Natural Resources and Energy Supply as a result of the Proposed Action.

- **No Build:** As it does not involve construction, the No Build alternative would not require significant natural resources or energy supply.
- **Build/Proposed Action:** *Similarly, no significant, additional impacts to natural resources or energy supply are anticipated as a result of the proposed, additional grading and associated easement.*

6.11 Noise and Noise-Compatible Land Use

The 2018 EA/FONSI concluded that there would be no significant noise impacts from the Proposed Action, noting that as with any construction project, temporary impacts to noise levels associated with construction are to be expected.

- **No Build:** As it does not involve construction, the No Build alternative would not have noise impacts.
- **Build/Proposed Action:** *No additional noise impacts other than those associated with construction are anticipated as a result of the proposed grading easement and additional grading.*

6.12 Socioeconomics, Environmental Justice (EJ), and Children's Health and Safety Risks

The 2018 Supplemental EA/FONSI concluded that there would be no socioeconomic impacts or impacts to EJ communities or children's health and safety as a result of the Proposed Action, noting that provisions of the Uniform Act would be met for each property acquisition and resident relocation.

- **No Build:** As it does not involve construction, the No Build alternative would not have socioeconomic impacts.
- **Build/Proposed Action:** *The additional areas of proposed grading easement/additional grading would not create significant impacts (relocation of residents, significant environmental impacts that would be disproportionately borne by children, low-income residents, or EJ communities) to this environmental impact category.*

6.13 Visual Effects

The 2009 EA/FONSI and 2018 Supplemental EA/FONSI concluded no significant visual impacts as a result of the Proposed Action.

- **No Build:** As it does not involve construction/development, the No Build alternative would not cause visual impacts.
- **Build/Proposed Action:** *The proposed, additional grading would take place on an operating airfield and an adjacent, industrial parcel. There are no additional, significant visual impacts anticipated from the proposed grading easement and associated grading.*



6.14 Water Resources

6.14.1 Wetlands

A field survey was conducted during the 2018 Supplemental EA to delineate wetlands within the project area. A small patch of Palustrine Emergent (PEM) wetlands was identified on the eastern border of Parcel 19 (see [Figure 5](#)). The proposed, additional grading and grading easement would take place on the opposite side of the parcel. The same patch of wetlands is separated from the “RSA grading area” by the airport perimeter fence and Meadow Branch Road. The Preliminary Engineering Report prepared during the 2018 Supplemental EA noted that no wetlands impacts are associated with the road relocation project and that the identified wetlands are outside of the Limits of Disturbance (LOD) for the project.

The 2018 Supplemental EA/FONSI stated that limited short-term effects, such as to water resources, resulting from construction operations may occur from the proposed projects, which would be mitigated by the Sponsor’s proposed adherence to the applicable BMPs specified in FAA Advisory AC 150/5370-10, Standards for Specifying Construction of Airports, Item P-156, “Temporary Air and Water Pollution, Soil Erosion, and Siltation Control”.

- **No Build:** As it does not involve construction, the No Build alternative would not impact wetlands.
- **Build/Proposed Action:** The mitigation measures referenced in the 2018 Supplemental EA/FONSI would extend to the proposed, additional grading. With the implementation of BMPs and adherence to the NPDES, *no significant impacts to wetland resources are anticipated as a result of the proposed grading or acquisition of the 0.14± acre grading easement.*

6.14.2 Floodplains

The 2018 Supplemental EA did not identify federally-designated floodplains in the project area. A plat prepared for Parcel 19 during a separate land acquisition effort by the County identified a Water Resource Protection Easement & 100 Year Floodplain on the parcel (see [Figure 4](#)). Carroll County has confirmed that the easements are platted but not deeded, meaning there are not explicit allowances and prohibitions for that area. The County noted that it regulates both FEMA and non-FEMA floodplains as long as there is baseflow that is not from a storm event (see [Attachment 2](#)). The proposed grading would occur outside of this area.

- **No Build:** As it does not involve construction, the No Build alternative would not impact floodplains.
- **Build/Proposed Action:** *Floodplain impacts are not anticipated as a result of the proposed grading easement and associated grading; and the additional, proposed RSA grading because there are no floodplains present.*

6.14.3 Surface Waters

The 2018 Supplemental EA/FONSI noted that the project would be designed to meet current Maryland Stormwater and Erosion Control standards and intends that Environmental Site Design (ESD) practices



are to be implemented to the maximum extent practical, in accordance with the Maryland Department of Environment's (MDE's) Maryland Stormwater Handbook.

- **No Build:** As it does not involve construction, the No Build alternative would not impact surface waters.
- **Build/Proposed Action:** The mitigation measures referenced in the 2018 Supplemental EA/FONSI would also extend to the areas of proposed, additional grading. *No significant impacts to surface waters are anticipated as a result of the proposed grading easement and associated grading because there are no surface waters present in the vicinity of the projects.*

6.14.4 Groundwater

The 2018 Supplemental EA/FONSI concluded that, with the implementation of appropriate BMPs, no significant impacts to groundwater are anticipated.

- **No Build:** As it does not involve construction, the No Build alternative would not impact groundwater.
- **Build/Proposed Action:** The mitigation measures referenced in the 2018 Supplemental EA/FONSI would also extend to the areas of proposed, additional grading. *No significant impacts to groundwater are anticipated as a result of the proposed grading easement.*

6.14.5 Wild and Scenic Rivers

There are no federally designated Wild and Scenic rivers in Maryland nor state-designated rivers in the vicinity of the project area. *No adverse impacts to Wild and Scenic rivers are anticipated as a result of the No Build alternative or of the Build/Proposed Action alternative.*

7. List of Preparers

Carroll County Regional Airport

Mark Myers, Airport Manager

Delta Airport Consultants, Inc.

Mary Ashburn Pearson, AICP: Responsible for overall document preparation

Roy Lewis, AICP: Responsible for project oversight

Delta Airport Consultants, Inc.: Technical Support

8. List of Agencies and Persons Consulted

FAA

MHT

USFWS

Delaware Indian Nation

Seneca-Cayuga Indian Nation



Attachment 1- 2009 and 2018
FONSI's

ENVIRONMENTAL ASSESSMENT

Carroll County Regional Airport

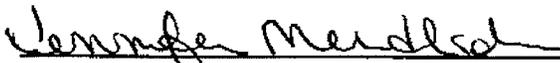
Westminster, Maryland

PREPARED FOR

Carroll County, Maryland

APRIL 2009

This environmental assessment becomes a federal document when evaluated and signed by the responsible Federal Aviation Administration (FAA) official.



Responsible Federal Aviation Administration Official

4/30/09
Date



U. S. Department
of Transportation

Federal Aviation
Administration

WASHINGTON AIRPORTS DISTRICT OFFICE
23723 Air Freight Lane, Suite 210
Dulles, Virginia 20166
Telephone: 703/661-1354
Fax: 703/661-1370

May 1, 2009

Mr. Joe McKelvey
Carroll County Government
225 North Center Street – Room 211
Westminster, Maryland 21157

Re: Finding of No Significant Impact – Carroll County Regional Airport

Dear Mr. McKelvey:

Enclosed is one copy of the Finding of No Significant Impact (FONSI), for the proposed projects at Carroll County Regional Airport for your information and files. We wish to thank you for your efforts in completing this action.

In accordance with FAA Order 5050.4B, *National Environmental Policy Act (NEPA) Implementing Instructions for Airport Actions*, you are required to publish a notice of availability of the FONSI in the local newspaper. Please forward a proof of publication of the notice to this office for our files.

If you have any questions, please contact me at 703-661-1362.

Sincerely,

A handwritten signature in black ink that reads "Jennifer Mendelsohn".

Jennifer Mendelsohn
Environmental Specialist

cc: Colleen Angstadt, Delta Airport Consultants

**U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION
FINDING OF NO SIGNIFICANT IMPACT**

Carroll County Regional Airport
Westminster, Carroll County, Maryland

Airport's Five Year Capital Improvement Program

1. **Introduction.** This document is a Finding of No Significant Impact on the environment as a result of a development proposal by Carroll County, owner and operator of Carroll County Regional Airport (DMW). Carroll County's proposed actions are to construct a new 6,400 foot runway 250 feet west of the existing runway, construct a parallel taxiway, install an Instrument Landing System (ILS) on Runway 16 end, remove obstructions, acquire land and complete associated projects as listed in Section 3 below.

The Federal Aviation Administration (FAA) must comply with the National Environmental Policy Act of 1969 (NEPA) before being able to take the federal action of further processing of an application for Federal assistance in funding various airport development and for approval of the Airport Layout Plan (ALP) that depicts the proposed airport development projects. Approval of the ALP is authorized by the Airport and Airway Improvement Act of 1982, as amended (Public Laws 97-248 and 100-223).

2. **Project Purpose and Need.** The purpose of the proposed improvements is to accommodate the existing and projected aviation demand of the Carroll County Regional Airport. The existing Airport Reference Code (ARC) is C-II and future ARC is C-III based on the critical aircraft identified in the 2007 Master Plan Update. The existing Runway 16/34 is 100 feet wide and 5,100 feet long with a pavement strength of 22,000 pounds Single Wheel Loading (SWL). The installation of the Category I ILS will provide more precise lateral guidance to aircraft during the approach to the runway and allow aircraft to more accurately determine their position along the final approach course during Instrument Meteorological Conditions. This project is part of the National Plan of Integrated Airport Systems (NPIAS), which is planned to provide public airport facilities conforming to minimum design standards.

Obstruction removal includes removal of existing trees and brush within the protected airspace for Runway 16/34 and the elimination of obstructions to the Federal Aviation Regulation (FAR) Part 77, *Objects Affecting Navigable Airspace* surfaces. Property interest acquisition is necessary to gain controlling interest of the RPZs and aid in the removal of obstructions.

3. **Proposed Project.** The following is a listing of the various components of the proposed project:
 - Construct new Runway 6,400 feet by 100 feet with a pavement strength of 91,000 Dual Wheel Gear.
 - Construct full length taxiway 6,400 feet by 50 feet.
 - Install a Category I ILS on Runway 16 end.
 - Acquire approximately 101 acres of fee-simple land for construction of the replacement runway, Runway Protection Zone (RPZ) control and the realignment of Meadow Branch Road.
 - Acquire approximately three acres of aviation easements for obstruction removal.
 - Remove obstructions on approximately 70 acres.
 - Realign Meadow Branch Road.
 - Construct four conventional hangars and seven t-hangars and auto parking.
 - Relocate fuel farm.
 - Remove 4,000 feet of Pinch Valley Road.
 - Install perimeter/security fence.
 - Relocate three residences and three businesses.

4. **Reasonable Alternatives Considered.** As described in Chapter 2 of the Final Environmental Assessment (EA), the alternative courses of action evaluated include: (1) No Action, (2) Extend existing Runway 16 by 1,300 feet, (3) Construct new 6,400 foot runway 375 feet west of the existing runway and (4) Proposed Project – construct new 6,400 foot runway 250 feet west of existing runway, shifted 600 feet to the north. These four alternatives were retained for further analysis the EA.
5. **Assessment.** The attached EA addresses the effect of the proposed project on the quality of the human and natural environment and is made a part of this finding. The following impact analysis highlights the more thorough analysis presented in the Final EA prepared in April 2009.

Compatible Land Use: The proposed project will require the acquisition of approximately 101 acres of fee-simple land and 33 acres of avigation easement. The fee-simple acquisition would include the partial acquisition of 10 residential properties and 11 commercial properties to construct replacement Runway 16/34, protect Runway Protection Zones (RPZ), allow for the MALSIR installation and relocate Meadow Branch Road. The relocation of three residences and three businesses would also be required. All acquisitions would be accomplished in accordance with the Uniform Relocation Assistance Real Property Acquisition Policies Act of 1970.

Farmland: The proposed project will result in impacts to 39 acres of farmlands, 4 acres are considered prime and unique farmland and 39 acres are considered of statewide and local importance. Under the *Farmland Protection Policy Act*, Form AD-1006, "Farmland Conversion Impact Rating" was completed. The total score on Form AD-1006 was 80; therefore, the proposed project would result in no significant impacts to farmlands. According to the *Farmland Protection Policy Act*, a total score below 160 requires no further analysis.

Wetlands: The proposed project will result in the loss of approximately five acres of wetlands due to the grading and construction of the replacement runway, grading associated with the Runway Object Free Area and Runway Safety Area and obstruction removal. A Joint Permit Application has been filed with the Maryland Department of the Environment (MDE) and U.S. Army Corps of Engineers for approval.

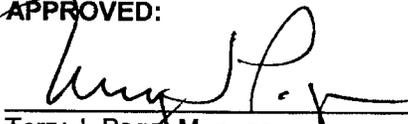
6. **Public Participation.** Efforts were made to encourage public participation through the public meeting process as is documented in the Final EA (Appendix L). Carroll County, as owner and operator of DMW held three public open houses, three property owners meetings and a public hearing. The meetings were held on April 21, 2008, June 9, 2008 and November 18, 2008 and the public hearing was held on March 9, 2009. Notices announcing these public meetings and public hearing were published in the local newspapers. The sign-in sheets, project summaries and comments received are included in the EA (Appendix L). The Draft EA was made available to the public from February 9, 2009 to March 20, 2009. Responses to comments received on the EA are included in Appendices L and M.
7. **Mitigation Measures.** The FAA will require that Carroll County implement the following conservation measures, if they decide to pursue the proposed project:
 1. Obstruction (tree) removal to achieve compliance with Federal Aviation Regulation Part 77, *Objects Affecting Navigable Airspace* is exempt from the Forest Conservation Act per Section 5-1602(b)(11). Due to this exemption, federal funding for tree removal mitigation may be limited.
 2. All acquisitions would be accomplished in accordance with the Uniform Relocation Assistance Real Property Acquisition Policies Act of 1970.
 3. Approximately five acres of wetlands would be impacted by obstruction removal and grading limits for the replacement runway and safety areas. A Joint Permit Application has been filed with the MDE and U.S. Army Corps of Engineers for review and approval.

- 4. Carroll County shall prepare an erosion and sedimentation control plan to meet Maryland's Erosion and Sediment Control Guidelines for State and Federal Projects, pursuant to the Environmental Article, Title 4, Subtitle 1, Annotated Code of Maryland and COMAR 26.17.01.
- 5. Construction contract provisions shall contain the provisions of FAA AC 150/5370-10A, *Standards for Specifying Construction of Airports* item P-156, temporary air, water pollution, soil erosion and siltation control and FAA AC 150/5320-5B, *Airport Drainage*.
- 6. The implementation of Best Management Practices will minimize construction impacts associated with the proposed project.
- 7. Environmental Due Diligence Audit reports will be completed on properties proposed for fee simple acquisition or where grading easements may be required.
- 8. All necessary permits for construction of the proposed project shall be obtained prior to construction.

8. Finding of No Significant Impact

I have carefully and thoroughly considered the facts contained in the attached EA. Based on that information I find that the proposed Federal action is consistent with existing national environmental policies and objectives as set forth in section 101(a) of the National Environmental Policy Act of 1969 (NEPA). I also find the proposed Federal Action, with the required mitigation referenced above will not significantly affect the quality of the human environment or otherwise include any condition requiring consultation pursuant to section 102 (2)(C) of NEPA. As a result, FAA will not prepare an EIS for this action.

APPROVED:



 Terry J. Page, Manager
 Washington Airports District Office

4/30/09

 Date

DISAPPROVED:

 Terry J. Page, Manager
 Washington Airports District Office

 Date

**DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION**

FINDING OF NO SIGNIFICANT IMPACT (FONSI)

Location

Carroll County Regional Airport (DMW)
Westminster, MD

Proposed Federal Action

The proposed federal action consists of approval for the Airport's proposed five-year Capital Improvement Program. The Federal Aviation Administration (FAA) must comply with the National Environmental Policy Act of 1969 (NEPA) prior to processing applications for federal assistance in funding various airport development projects and approval of the Airport Layout Plan (ALP) that depicts the proposed development projects. Issuing a FONSI does not constitute a commitment by the FAA to provide federal financial assistance for these development actions.

Summary

An Environmental Assessment (EA) was completed in 2009, and a FONSI was issued on April 30, 2009, for the following twelve (12) proposed improvement projects at Carroll County Regional Airport.

- Construct new (replacement) Runway 6,400-feet by 100-feet with a pavement strength of 91,000 Dual Wheel Gear
- Construct full length taxiway 6,400-feet by 50-feet
- Install Category I Instrument Landing System (ILS) on Runway 16 end
- Acquire approximately 101 acres of fee-simple land for construction of the replacement runway, Runway Protection Zone (RPZ) control and the realignment of Meadow Branch Road
- Acquire approximately 33 acres of aviation easements for obstruction removal
- Remove obstructions on approximately 70 acres
- Realign Meadow Branch Road
- Construct four conventional hangars and seven t-hangars and auto parking
- Relocate fuel farm
- Remove 4,000-feet of Pinch Valley Road (Cul-de-sac Pinch Valley Road)
- Install perimeter/security fence
- Relocate three residences and three businesses

Following the 2009 EA, the Gulfstream V did not locate at the Airport as anticipated by the 2007 Master Plan Update (MPU). After input from the public, and a review of the 2007 MPU, the County made the decision to proceed with a new MPU, which was completed in 2015. A Supplemental Environmental Assessment (EA) has been prepared in accordance with the National Environmental Policy Act of 1969 (NEPA), as amended (42 United States Code (U.S.C.) §§ 4321–4347), Council on Environmental Quality Regulations for Implementing the Procedural Provisions of NEPA (40 Code of Federal Regulations (CFR) §§ 1500–1508), and FAA Order 1050.1F, *Environmental Impacts: Policies and Procedures*, based on the change in anticipated operational fleet.

Purpose and Need

The purpose of the Proposed Action as stated in the 2009 EA, to provide sufficient airfield infrastructure at DMW to support the current and projected demand for aviation activity in the greater Carroll County, Maryland region, and to continue to serve in its role as a general aviation (GA) reliever airport for Baltimore/Washington International Thurgood Marshall Airport (BWI), remains valid for this Supplemental EA. The need for the Proposed Action is the inability of current conditions to support the current and projected demand at DMW.

Proposed Action

The twelve (12) improvement projects comprising the 2009 Proposed Action have been modified as follows:

- Construct new (replacement) Runway 5,500-feet by 100-feet with a pavement strength of 91,000 Dual Wheel Gear
- Construct full length taxiway 5,500-feet by 35-feet
- Install Category I ILS on Runway 16 end (*No longer included in the Proposed Action*)
- Acquire approximately 185-acres of fee-simple land for construction of the replacement runway,
- Runway Protection Zone (RPZ) control and the realignment of Meadow Branch Road
- Acquire approximately 312-acres of aviation easements for obstruction removal
- Remove obstructions on approximately 63 acres
- Realign Meadow Branch Road
- Construct two conventional hangars (two less than in 2009) and auto parking, and no T-hangars
- Relocate fuel farm (*No longer included in the Proposed Action*)
- Remove 4,000-feet of Pinch Valley Road (Cul-de-sac Pinch Valley Road)
- Install perimeter/security fence
- Relocate three residences and two businesses (one less of each than in 2009), and possibly a private swimming pool

Alternatives

The 2009 EA examined four runway and facility alternatives, and three roadway options, as listed below.

Runway and Facility Alternatives Analyzed in 2009 EA

1. Alternative One- No Action
2. Alternative Two- Extend Runway 16 by 1,300'
3. Alternative Three- Construct new 6,400' runway 375' west of existing runway
4. Alternative Four (Proposed Action) - Construct new 6,400' runway 250' west of existing runway, shifted 600' north

Roadway Alternatives Analyzed in 2009 EA

1. Remove 4,000' of Pinch Valley Road by adding cul-de-sacs at two points (Proposed Action)
2. Relocate Pinch Valley Road and construct 4,500'± of new roadway outside of the proposed Runway Object-Free Area (ROFA)
3. Construct 3,300'± of new roadway to connect Indian Valley Trail and Pleasant Valley Road. Add cul-de-sacs similar to Roadway Alternative 1.

The Preferred Alternative in the 2009 EA consists of Runway and Facility Alternative Four (4), and Roadway Alternative One (1).

The updated Preferred Alternative in the Supplemental EA recommends a new (replacement) runway, 5,500' long by 100' wide, to be constructed 250' west of the existing Runway 16-34. A full parallel taxiway is to be constructed for the replacement runway, measuring 5,500' long by 35' wide. The purpose of shifting the runway 250' west is to allow for development on the east side of the airfield while maintaining adequate separation distances to meet FAA standards. The purpose of shifting the runway 600' north is to eliminate incompatible land uses to the south. As a result of the westward runway shift, Meadow Branch Road will be located inside the Runway Object-Free Area (ROFA) which violates FAA design standards. Meadow Branch Road is to be realigned outside of the ROFA. To accommodate the extension of Runway 16 to the north, Pinch Valley Road is to be terminated into two cul-de-sacs on both the eastern and western sides of airport property.

Environmental Impacts

A substantial change to the Proposed Action resulting in environmental concerns is an increase to the overall study area, and the amount of proposed fee simple and avigation easement acquisition, which is greater than the 2009 EA and what is shown in the 2015 MPU and associated Airport Property Map (APM). This increase is due to the preference during this supplemental environmental effort to study entire parcels, instead of partial parcels as shown on the APM. In addition, during this assessment, a previously unidentified agricultural preservation easement was identified within the future and ultimate Runway Protection Zone (RPZ) and proposed future approach lighting system (MALSR).

The agricultural preservation easement places restrictions on subdivision on property currently owned by the Osbornes. Coordination with the Maryland Agricultural Land Preservation Foundation (MALPF) of the Maryland Department of Agriculture, the state agency which holds the agricultural preservation easement, confirmed that 0.3 acres currently required for the future RPZ cannot be subdivided from the parcel unless it is condemned. Further, MALPF recommended in a letter dated October 3, 2017, that the County should address both its current and ultimate property acquisition needs in the short term. The Ultimate development plan would require 28 acres within the preservation easement.

MALPF recommended two options for acquiring the land needed for the Ultimate development plan. The County may either 1) conduct a land exchange of immediately adjacent farmland of equal or greater acres that could provide better soils than the property that would be taken out of the preservation easement, or 2) condemn the 28 acres. The County has expressed its intention to condemn the acreage.

The condemnation of the 28± acres recommended by MALPF to achieve the County's Ultimate development plan would displace the current owner from their residence. The owner has stated to the County during the assessment, that displacement is unsuitable to continue to manage their on-site leases. Due to the existing and future impacts of the development plan, and the substantial impact to the resident landlord, it is proposed to acquire the entire 80± farm property. The residence would be relocated and the County would assume the business leases. While the agricultural easement would no longer apply to the Osborne parcel after acquisition/condemnation, the use of the parcel would not change.

Based on the analysis provided in the Supplemental EA, no significant environmental impacts, as defined by FAA Order 1050.1F, would result from the Proposed Action. Refer to Section V of the Supplemental EA for a full discussion of potential environmental impacts.

Mitigation/Conditions of Approval

The FAA is conditioning approval of the Proposed Action upon implementation of the measures outlined below. The FAA may also take appropriate steps through contract plans, specifications, grant assurances, and special grant conditions to ensure these measures are undertaken.

Temporary impacts from construction and demolition will be mitigated by the Sponsor's proposed adherence to applicable Best Management Practices (BMPs) specified in FAA AC 150/5370-10, *Standards for Specifying Construction of Airports*, Item P-156, "Temporary Air and Water Pollution, Soil Erosion, and Siltation Control" and FAA AC 150-5320-5, *Airport Drainage Design*.

The Proposed Action must comply with Maryland's Stormwater Management and Erosion and Sediment Control Guidelines for State and Federal Projects pursuant to the Annotated Code of Maryland, Environmental Article, Title 4, Subtitle 1 and Subtitle 2, the Erosion and Sediment Control Regulations, Code of Maryland Regulations (COMAR) 26.17.01, and the Stormwater Management Regulations, COMAR 26.17.02.

BMPs or additional controls, potentially above those minimally required, should be utilized to protect the North Branch Patapsco River, which is located in the vicinity of the project area and is designated as a Tier II stream.

Register for coverage, and adhere to, the National Pollutant Discharge Elimination System (NPDES) General Permit for Construction Activity.

Conduct Bog Turtle trapping on the entirety of Wetland #9 during the May 1-June 15 trapping window. If bog turtles are identified and documented in the project area, further studies may be required to characterize the population, identify nesting and hibernating areas, and/or identify and assess adverse impacts to the species and its habitat.

Coordinate with the U.S. Fish and Wildlife Service during the design and permitting phase to identify individual potential Indiana Bat roosting trees or maternity habitat and avoid their removal, or place time restrictions on when such trees can be removed (November 15 through March 31).

Prepare and submit a Forest Stand Delineation (FSD) and a new Forest Conservation Plan (FCP), specific to the Proposed Action, during the design and permitting phase for review and approval by the County in accordance with the Annotated Code of Maryland and the Code of Maryland Regulations, the Forest Conservation Act of 1991 and the Carroll County Forest Conservation Ordinance.

Complete Environmental Due Diligence Audits on properties proposed for fee simple acquisition or where grading easements may be required.

Construction through contaminated areas will be subject to regulatory requirements for appropriate management and disposal of contaminated materials and will require a permit from MDE.

Any solid waste including construction, demolition and land clearing debris, generated from the subject project, must be properly disposed of at a permitted solid waste acceptance facility, or recycled if possible.

Any above ground or underground petroleum storage tanks must be handled in accordance with applicable State and federal laws and regulations.

Construction, renovation and/or demolition of buildings and roadways must be performed in conformance with State regulations pertaining to "Particulate Matter from Materials Handling and Construction".

Conduct all acquisitions and relocations in accordance with the Uniform Relocation Assistance Real Property Acquisition Policies Act of 1970 (the Uniform Act).

Finalize and submit a Joint Permit Application (JPA), with a Phase I mitigation plan for 4.11± acres of wetland impacts, to the U.S. Army Corps of Engineers (USACE) and Maryland Department of the Environment (MDE) for review and approval during the Proposed Action's design and permitting phase.

Coordinate 3,660± linear of stream impacts and proposed mitigation with the USACE for review and approval during the Proposed Action's design and permitting phase.

All required permits and approvals for the Proposed Action must be obtained prior to construction.

Construction activities must be conducted in accordance with the provisions set forth in applicable permits.

Public Involvement

A public notice was published in The Carroll County Times beginning March 18th, 2018. Copies of the draft Supplemental EA were made available for the public to review at the Carroll County Regional Airport Terminal Building, 200 Airport Drive, Westminster, MD 21157; Westminster Library Circulation Desk, 50 East Main Street, Westminster, MD 21157; and online at the Carroll County Regional Airport website <http://www.carrollcountyairport.com>. In addition, one invite-only property owner briefing was held on April 18th, 2018 for affected property owners to inform them of the project and directly answer questions. The thirty (30) day review period ended on April 20th, 2018.

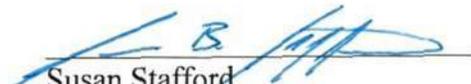
Comments were not received from the general public. Comments were received from the Maryland Department of Planning State Clearinghouse Review Process and MALPF. The Maryland Department of Planning, including the Maryland Historical Trust stated that the Proposed Action is consistent with their plans, programs, and objectives. The Maryland Department of the Environment determined that the project is generally consistent with their plans, programs, and objectives but also provided qualifying comments regarding compliance with applicable federal, state and local laws and regulations for construction activities. MALPF comments were limited to minor edits and clarifications associated

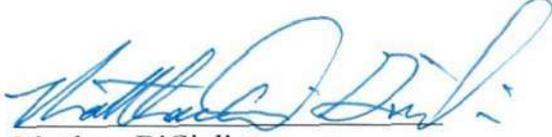
with the preservation easement. Comments provided by the State Clearinghouse and MALPF have been included in Appendix F of the final Supplemental EA.

Conclusion and Approval

The environmental analyses included in this Supplemental EA conclude that no adverse environmental impacts are anticipated as a result of the additional proposed property interest acquisition and obstruction removal. The findings of the 2009 EA/FONSI remain valid, and no significant impacts are anticipated as a result of the additional property interest acquisition and obstruction removal.

I have carefully and thoroughly considered the facts contained in the attached EA. Based on that information, I find the proposed Federal action is consistent with existing national environmental policies and objectives of Section 101(a) of the National Environmental Policy Act of 1969 (NEPA) and other applicable environmental requirements. I also find the proposed Federal action will not significantly affect the quality of the human environment or include any condition requiring any consultation pursuant to section 102(2)(C) of NEPA. As a result, FAA will not prepare an EIS for this action.

Recommended:  5/04/18
Susan Stafford Date
Environmental Specialist, Beckley AFO

Approved:  5/4/18
Matthew DiGiulian Date
Manager, Beckley AFO

Disapproved: _____ Date
Matthew DiGuilian
Manager, Beckley AFO

Attachment 2- City/County Communication

Mary Ashburn Pearson

From: Mary Ashburn Pearson
Sent: Thursday, April 16, 2020 3:49 PM
To: Andrew Gray
Cc: Mark Depo; jglass@westgov.com; 'Myers, Mark'; Roy G. Lewis
Subject: RE: Information Request- Water Resource Protection Easement/100-Year Floodplain
Attachments: DMW DLH Plat Grdg Esmnt.pdf

Categories: Filed by Newforma

Andrew,

Thanks for your response! We will assume for the purposes of the Airport project that there are no City-recognized floodplains on the adjacent parcel.

Thank you,

Mary Ashburn Pearson, AICP
Project Manager
DELTA AIRPORT CONSULTANTS, INC.
P. 804.955.4556 | WWW.DELTAIRPORT.COM

From: Andrew Gray <AGray@westgov.com>
Sent: Tuesday, April 14, 2020 3:20 PM
To: Mary Ashburn Pearson <mapearson@deltaairport.com>
Cc: Mark Depo <mdepo@westgov.com>
Subject: RE: Information Request- Water Resource Protection Easement/100-Year Floodplain

Dear Mary,

Thank you for your email and your inquiry.

Please see the attached screenshot of the floodplain map that depicts the FEMA floodplains in the area of the Carroll County Airport.

For questions regarding the FEMA floodplain and storm drain easements, you may wish to contact the City Floodplain Administrator, Mr. Jeff Glass, Director of Public Works, at jglass@westgov.com.

If you have any questions, please let me know.

Sincerely,

Andrew Gray
Comprehensive Planner
City of Westminster
410-751-5505



This e-mail is not intended to be and shall not be deemed to be an official order, requirement, decision or determination made by or on behalf of an administrative official, including the Zoning Administrator or Director of Community Planning and Development. Please note that e-mail and any attachments sent to and from this address may be subject to the Maryland Public Information Act and unless otherwise privileged, must be disclosed to third parties.



From: Mary Ashburn Pearson <mapearson@deltaairport.com>
Sent: Tuesday, April 14, 2020 2:04 PM
To: Andrew Gray <AGray@westgov.com>
Subject: FW: Information Request- Water Resource Protection Easement/100-Year Floodplain

CAUTION: This email originated from outside The City of Westminster. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Andrew,

Thank you for your voicemail- I am forwarding the emails I sent to you last week. I had the wrong email address, which is why you did not receive!

Please see the explanation below- we would like to confirm with City representatives what the attached "100-Year Floodplain" area represents. Based on FEMA and City GIS data, there are not federally-identified floodplains in the area.

Thank you!

Mary Ashburn Pearson, AICP
Project Manager
DELTA AIRPORT CONSULTANTS, INC.
P. 804.955.4556 | WWW.DELTAIRPORT.COM

From: Mary Ashburn Pearson <mapearson@deltaairport.com>
Sent: Tuesday, April 7, 2020 8:32 PM
To: 'agray@west.com' <agray@west.com>
Cc: Roy G. Lewis <RLewis@deltaairport.com>; Kimberly A. Marcia <KMarcia@deltaairport.com>; 'Caldwell, Mark' <mark_caldwell@fws.gov>; 'Chilcoat, Andrea N.' <achilcoat@carrollcountymd.gov>; 'Varga, Patrick' <pvarga@carrollcountymd.gov>
Subject: RE: Information Request- Water Resource Protection Easement/100-Year Floodplain

Andrew,

Were you able to compile responses to the below questions? If you would like to discuss, I am available all week at the direct line below.

Thank you for your time!

Mary Ashburn Pearson, AICP
Project Manager
DELTA AIRPORT CONSULTANTS, INC.
P. 804.955.4556 | WWW.DELTAIRPORT.COM

From: Mary Ashburn Pearson
Sent: Friday, April 3, 2020 8:27 AM
To: agray@west.com
Cc: Roy G. Lewis <RLewis@deltaairport.com>; Kimberly A. Marcia <KMarcia@deltaairport.com>; Caldwell, Mark <mark_caldwell@fws.gov>; 'Chilcoat, Andrea N.' <achilcoat@carrollcountymd.gov>; Varga, Patrick <pvarga@carrollcountymd.gov>
Subject: FW: Information Request- Water Resource Protection Easement/100-Year Floodplain

Andrew,

Thank you for the return call this morning- as I noted on the phone, the questions for the City regarding the attached plat of a parcel adjacent to the Carroll County Regional Airport are:

- 1) FEMA mapping does not identify floodplain in this area- does the "100 Year Floodplain" indicated on the attached plat refer to an area the City has determined to be a floodplain? Pat Varga (see email attached) did note that the County regulates non-FEMA floodplains; I assume the City does the same?
- 2) Pat noted that the easements are platted but not deeded...can you confirm that the City has not "accepted" these easements? (Our surveyor was unable to find an associated deed).
- 3) Are there explicit allowances/prohibitions for these areas as far as the City is concerned? What about for the storm drain easement- is this simply an agreement for future installation of a storm drain on the property, or are there also use restrictions associated with the storm drain easement?

Thank you,

Mary Ashburn Pearson, AICP
Project Manager
DELTA AIRPORT CONSULTANTS, INC.
P. 804.955.4556 | WWW.DELTAIRPORT.COM

From: Mary Ashburn Pearson <mapearson@deltaairport.com>
Sent: Tuesday, March 31, 2020 2:16 PM
To: jglass@westgov.com
Cc: Roy G. Lewis <RLewis@deltaairport.com>; Kimberly A. Marcia <KMarcia@deltaairport.com>; Myers, Mark <mmyers@carrollcountymd.gov>; 'Chilcoat, Andrea N.' <achilcoat@carrollcountymd.gov>
Subject: Information Request- Water Resource Protection Easement/100-Year Floodplain

Jeff,

My firm, Delta Airport Consultants, is designing a realignment of Meadow Branch Road in support of a runway project at the Carroll County Regional Airport (DMW).

As part of the project, grading needs to be conducted on a parcel of land adjacent to the airport. Our surveyor prepared a plat for the parcel (see attached) which identified a Water Resource Protection Easement on the parcel, and noted an

area of 100-year flood plain on the parcel. We previously reached out to Pat Varga, who informed this area is within City boundaries and referred us to you.

Based on Pat's response, the easement is platted but not deeded, meaning that there are not explicit allowances and prohibitions for that area. Can you confirm this, based on City regulations?

Are you aware of additional permitting requirements for development on this parcel associated with the Water Resource Protection Easement or the City of Westminster 20' Storm Drain Easement?

If you would prefer to discuss over the phone, you can reach me at the number below.

Thank you,

Mary Ashburn Pearson, AICP
Project Manager
DELTA AIRPORT CONSULTANTS, INC.
P. 804.955.4556 | WWW.DELTAAIRPORT.COM

Mary Ashburn Pearson

From: Varga, Patrick <pvarga@carrollcountymd.gov>
Sent: Tuesday, March 31, 2020 7:07 AM
To: Mary Ashburn Pearson
Cc: Roy G. Lewis; Kimberly A. Marcia; Myers, Mark; Chilcoat, Andrea N.
Subject: RE: Information Request- Water Resource Protection Easement/100-Year Floodplain

Categories: Filed by Newforma

Good morning, Mary.

Carroll County regulates both FEMA and non-FEMA floodplains as long as there is baseflow that is not from a storm event. However, the easement is platted but not deeded. That means that there are not explicit allowances and prohibitions for that area. Also, this area is within the City of Westminster. I enforce the provisions of Chapter 153, Floodplain Management, for the County and the other seven municipalities, but Westminster enforces their own code. Jeff Glass with the City has been designated as the Floodplain Administrator for the City of Westminster. He should be able to answer any specific questions you have if you need to work in this area.

Please let me know if you have any additional questions.

Patrick Varga, CFM
Floodplain Management/GIS Specialist
Carroll County Bureau of Resource Management

From: Mary Ashburn Pearson <mapearson@deltaairport.com>
Sent: Monday, March 30, 2020 2:54 PM
To: Varga, Patrick <pvarga@carrollcountymd.gov>
Cc: Roy G. Lewis <RLewis@deltaairport.com>; Kimberly A. Marcia <KMarcia@deltaairport.com>; Myers, Mark <mlmyers@carrollcountymd.gov>; Chilcoat, Andrea N. <achilcoat@carrollcountymd.gov>
Subject: Information Request- Water Resource Protection Easement/100-Year Floodplain

This message originated outside of Carroll County Government. Use caution when opening attachments, clicking links or responding to requests for information.

Pat,

My firm, Delta Airport Consultants, is designing a realignment of Meadow Branch Road in support of a runway project at the Carroll County Regional Airport (DMW).

As part of the project, grading needs to be conducted on a parcel of land adjacent to the airport. Our surveyor prepared a plat for the parcel (see attached) which identified a Water Resource Protection Easement on the parcel, and noted an area of 100-year flood plain on the parcel.

Based on FEMA maps and the Carroll County interactive mapping available online, we do not believe that floodplains are present on the parcel, but cannot explain the presence of the notation on the plat. Do you have insight into these easements? Was floodplain identified in the area at one point?

I called your office and understand that you are working from home these days and that email is the best way to contact you. If you would prefer to discuss over the phone, you can reach me at the number below. We also have a call in to Tracy Eberhard to discuss specifics of the Water Resource Protection Easement.

Thank you,

Mary Ashburn Pearson, AICP
Project Manager
DELTA AIRPORT CONSULTANTS, INC.
P. 804.955.4556 | WWW.DELTAAIRPORT.COM

Please note that e-mail and any attachments sent to and from this address may be subject to the Maryland Public Information Act and unless otherwise privileged, must be disclosed to third parties.

Attachment 3- USFWS
Coordination



United States Department of the Interior



FISH AND WILDLIFE SERVICE

Chesapeake Bay Field Office
177 Admiral Cochrane Drive
Annapolis, Maryland 21401
<http://www.fws.gov/chesapeakebay>

March 4, 2020

Delta Airport Consultants, Inc.
2700 Polo Parkway
Richmond, VA 23113

RE: SLI 1451 DMW Five Year Development Plan

Dear Mary Pearson:

This responds to your letter, received January 28, 2020, requesting information on the presence of species which are federally listed or proposed for listing as endangered or threatened within the vicinity of the above referenced project area. We have reviewed the information you enclosed and are providing comments in accordance with section 7 of the Endangered Species Act (87 Stat. 884, as amended; 16 U.S.C. 1531 *et seq.*).

This project as proposed will have “no effect” on the endangered, threatened, or candidate species listed on your IPaC species list because while the project is within the range of the species, it is unlikely that the species would occur within the project area that was submitted. Therefore, no Biological Assessment or further section 7 Consultation with the U.S. Fish and Wildlife Service is required. Should project plans change, or if additional information on the distribution of listed or proposed species becomes available, this determination may be reconsidered.

This response relates only to federally protected threatened or endangered species under our jurisdiction. For information on the presence of other rare species, you should contact Lori Byrne of the Maryland Wildlife and Heritage Division at (410) 260-8573.

An additional concern of the Service is wetlands protection. Federal and state partners of the Chesapeake Bay Program have adopted an interim goal of no overall net loss of the Chesapeake Bay’s remaining wetlands, and the long term goal of increasing the quality and quantity of the Chesapeake Bay’s wetlands resource base. Because of this policy and the functions and values wetlands perform, the Service recommends avoiding wetland impacts. All wetlands within the project area should be identified, and if construction in wetlands is proposed, the U.S. Army Corps of Engineers, Baltimore District, should be contacted for permit requirements. They can be reached at (410) 962-3670.



We appreciate the opportunity to provide information relative to fish and wildlife issues, and thank you for your interests in these resources. If you have any questions or need further assistance, please contact Trevor Clark at (410) 573-4527.

Sincerely,

A handwritten signature in blue ink that reads "G. LaRouche". The signature is written in a cursive style with a large initial "G" and a stylized "LaRouche".

Genevieve LaRouche
Supervisor

Mary Ashburn Pearson

From: Mary Ashburn Pearson
Sent: Friday, February 14, 2020 2:56 PM
To: CBFO Project Review, FW5
Cc: Kimberly A. Marcia
Subject: Project Review Request
Attachments: Official IPaC Species List.pdf; 16019 DMW- USFWS Project Description.pdf

Categories: Filed by Newforma

Hello,

Thank you for conducting a review on approximately 5.14 acres of grading associated with an airport development project at the Carroll County Regional Airport (DMW).

This project was initially coordinated with USFWS in 2016 as part of an Environmental Assessment effort; the additional 5 acres and 0.14 acres have been newly identified and necessary to the project.

The attached project review package concludes no impacts to protected species.

Thank you,

Mary Ashburn

Mary Ashburn Pearson, AICP
Project Manager
DELTA AIRPORT CONSULTANTS, INC.
2700 POLO PARKWAY, MIDLOTHIAN, VA 23113
P. 804.955-4556 | WWW.DELTAAIRPORT.COM

***NOTE NEW ADDRESS EFFECTIVE 1/1/19**

Project Description- Proposed Grading and Grading Easement

Carroll County Regional Airport (DMW)
Westminster, Maryland

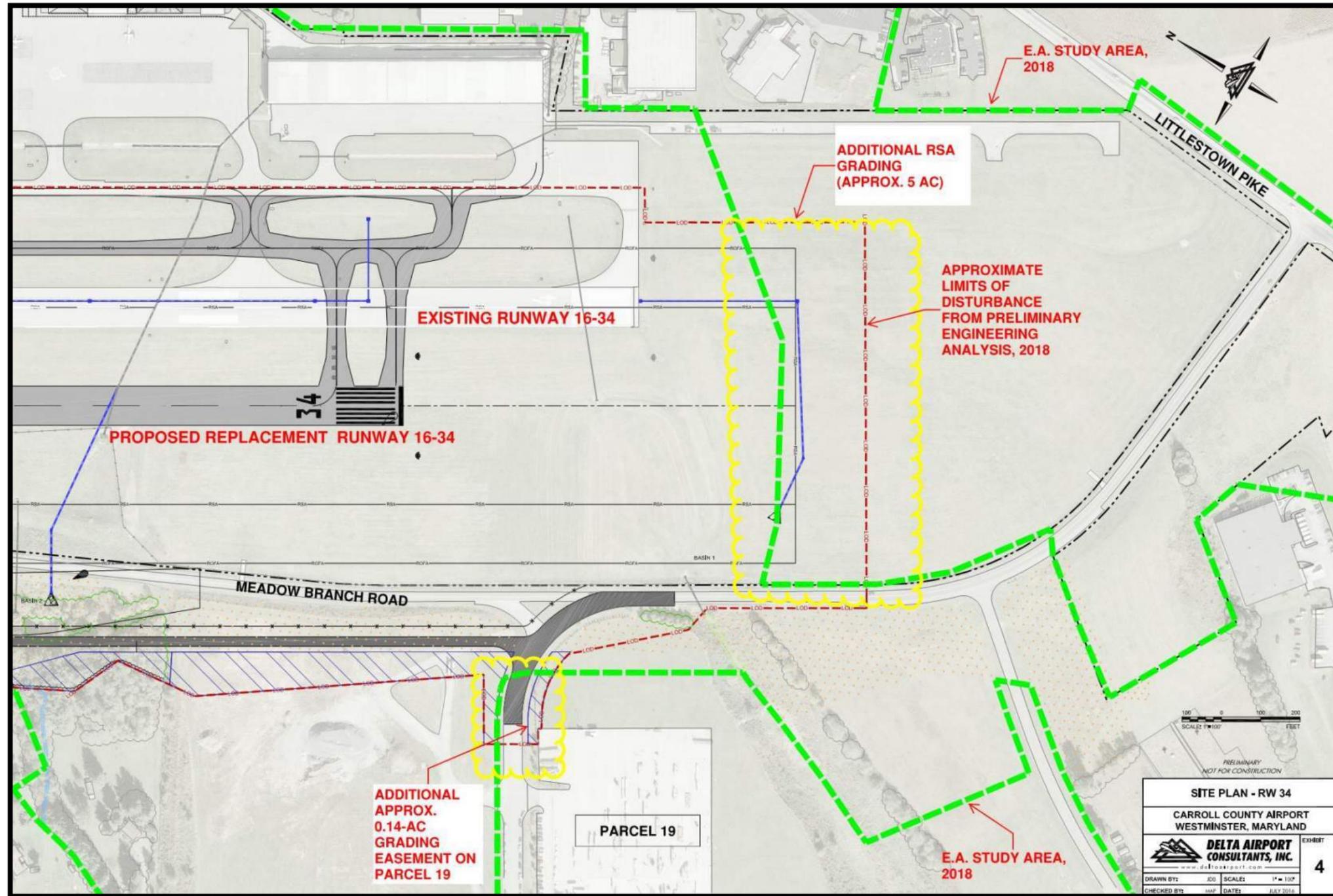
The Carroll County Regional Airport (DMW) is a general aviation airport in Westminster, Maryland which is owned and operated by the Commissioners of Carroll County. There is one runway at the Airport, Runway 16-34, which is 5,100' long and 100' wide. The Commission is currently moving forward with a Phase One Development program which was initially coordinated with USFWS in 2016.

After the 2018 Finding of No Significant Impact (FONSI) was issued by FAA, two areas of additional grading were identified, which were not coordinated during the 2018 EA (see Figure 1). These include the grading of the extended Runway Safety Area (RSA) associated with the replacement runway (approximately five acres), and an approximately 0.14 acre grading easement along the western border of Parcel 19, a privately-owned parcel adjacent to Meadow Branch Road which is used for industrial purposes and is improved with a manufacturing facility. Figure 1 is an exhibit from the 2018 Preliminary Engineering Report, over which the EA study area has been overlain, to demonstrate the areas unintentionally omitted from the EA study area.

The addition of the grading easement and associated grading, and the grading in the RSA area south of the replacement runway, are the purpose of this renewed coordination with USFWS.

The USFWS Information for Planning and Consultation (IPaC) database identified the Northern Long Eared Bat and the Indiana Bat as species which could be found within the project area; however, as there are no caves and minimal trees in the project area, it is unlikely that these species are actually present. The proposed grading on Parcel 19 would involve the clearing of four to five individual trees, which is not considered to be "habitat" in terms of bat impacts.

FIGURE 1, ADDITIONAL AREAS OF ANALYSIS





United States Department of the Interior



FISH AND WILDLIFE SERVICE
Chesapeake Bay Ecological Services Field Office
177 Admiral Cochrane Drive
Annapolis, MD 21401-7307
Phone: (410) 573-4599 Fax: (410) 266-9127

<http://www.fws.gov/chesapeakebay/>
<http://www.fws.gov/chesapeakebay/endsppweb/ProjectReview/Index.html>

In Reply Refer To:

January 28, 2020

Consultation Code: 05E2CB00-2019-SLI-1451

Event Code: 05E2CB00-2020-E-01258

Project Name: DMW Five Year Development Plan

Subject: Updated list of threatened and endangered species that may occur in your proposed project location, and/or may be affected by your proposed project

To Whom It May Concern:

The enclosed species list identifies threatened, endangered, proposed and candidate species, as well as proposed and final designated critical habitat, that may occur within the boundary of your proposed project and/or may be affected by your proposed project. This species list fulfills the requirements of the U.S. Fish and Wildlife Service (Service) under section 7(c) of the Endangered Species Act (Act) of 1973, as amended (16 U.S.C. 1531 *et seq.*).

New information based on updated surveys, changes in the abundance and distribution of species, changed habitat conditions, or other factors could change this list. Please feel free to contact us if you need more current information or assistance regarding the potential impacts to federally proposed, listed, and candidate species and federally designated and proposed critical habitat. Please note that under 50 CFR 402.12(e) of the regulations implementing section 7 of the Act, the accuracy of this species list should be verified after 90 days. This verification can be completed formally or informally as desired. The Service recommends that verification be completed by visiting the ECOS-IPaC website at regular intervals during project planning and implementation for updates to species lists and information. An updated list may be requested through the ECOS-IPaC system by completing the same process used to receive the enclosed list.

The purpose of the Act is to provide a means whereby threatened and endangered species and the ecosystems upon which they depend may be conserved. Under sections 7(a)(1) and 7(a)(2) of the Act and its implementing regulations (50 CFR 402 *et seq.*), Federal agencies are required to utilize their authorities to carry out programs for the conservation of threatened and endangered species and to determine whether projects may affect threatened and endangered species and/or designated critical habitat.

A Biological Assessment is required for construction projects (or other undertakings having similar physical impacts) that are major Federal actions significantly affecting the quality of the human environment as defined in the National Environmental Policy Act (42 U.S.C. 4332(2)(c)). For projects other than major construction activities, the Service suggests that a biological evaluation similar to a Biological Assessment be prepared to determine whether the project may affect listed or proposed species and/or designated or proposed critical habitat. Recommended contents of a Biological Assessment are described at 50 CFR 402.12.

If a Federal agency determines, based on the Biological Assessment or biological evaluation, that listed species and/or designated critical habitat may be affected by the proposed project, the agency is required to consult with the Service pursuant to 50 CFR 402. In addition, the Service recommends that candidate species, proposed species and proposed critical habitat be addressed within the consultation. More information on the regulations and procedures for section 7 consultation, including the role of permit or license applicants, can be found in the "Endangered Species Consultation Handbook" at:

<http://www.fws.gov/endangered/esa-library/pdf/TOC-GLOS.PDF>

Please be aware that bald and golden eagles are protected under the Bald and Golden Eagle Protection Act (16 U.S.C. 668 *et seq.*), and projects affecting these species may require development of an eagle conservation plan (http://www.fws.gov/windenergy/eagle_guidance.html). Additionally, wind energy projects should follow the wind energy guidelines (<http://www.fws.gov/windenergy/>) for minimizing impacts to migratory birds and bats.

Guidance for minimizing impacts to migratory birds for projects including communications towers (e.g., cellular, digital television, radio, and emergency broadcast) can be found at: <http://www.fws.gov/migratorybirds/CurrentBirdIssues/Hazards/towers/towers.htm>; <http://www.towerkill.com>; and <http://www.fws.gov/migratorybirds/CurrentBirdIssues/Hazards/towers/comtow.html>.

We appreciate your concern for threatened and endangered species. The Service encourages Federal agencies to include conservation of threatened and endangered species into their project planning to further the purposes of the Act. Please include the Consultation Tracking Number in the header of this letter with any request for consultation or correspondence about your project that you submit to our office.

Attachment(s):

- Official Species List
 - USFWS National Wildlife Refuges and Fish Hatcheries
 - Wetlands
-

Official Species List

This list is provided pursuant to Section 7 of the Endangered Species Act, and fulfills the requirement for Federal agencies to "request of the Secretary of the Interior information whether any species which is listed or proposed to be listed may be present in the area of a proposed action".

This species list is provided by:

Chesapeake Bay Ecological Services Field Office

177 Admiral Cochrane Drive

Annapolis, MD 21401-7307

(410) 573-4599

Project Summary

Consultation Code: 05E2CB00-2019-SLI-1451

Event Code: 05E2CB00-2020-E-01258

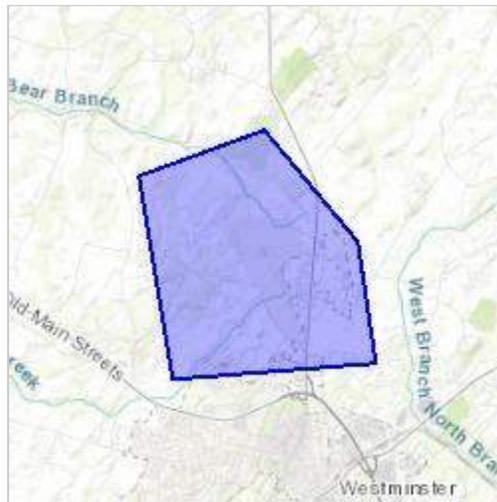
Project Name: DMW Five Year Development Plan

Project Type: DEVELOPMENT

Project Description: Replacement runway, land acquisition, obstruction removal, and other airport development projects

Project Location:

Approximate location of the project can be viewed in Google Maps: <https://www.google.com/maps/place/39.61203354368093N77.00927559327499W>



Counties: Carroll, MD

Endangered Species Act Species

There is a total of 2 threatened, endangered, or candidate species on this species list.

Species on this list should be considered in an effects analysis for your project and could include species that exist in another geographic area. For example, certain fish may appear on the species list because a project could affect downstream species. Note that 1 of these species should be considered only under certain conditions.

IPaC does not display listed species or critical habitats under the sole jurisdiction of NOAA Fisheries¹, as USFWS does not have the authority to speak on behalf of NOAA and the Department of Commerce.

See the "Critical habitats" section below for those critical habitats that lie wholly or partially within your project area under this office's jurisdiction. Please contact the designated FWS office if you have questions.

-
1. [NOAA Fisheries](#), also known as the National Marine Fisheries Service (NMFS), is an office of the National Oceanic and Atmospheric Administration within the Department of Commerce.

Mammals

NAME	STATUS
Indiana Bat <i>Myotis sodalis</i> There is final critical habitat for this species. Your location is outside the critical habitat. Species profile: https://ecos.fws.gov/ecp/species/5949	Endangered
Northern Long-eared Bat <i>Myotis septentrionalis</i> No critical habitat has been designated for this species. This species only needs to be considered under the following conditions: <ul style="list-style-type: none"> Projects with a federal nexus that have tree clearing = to or > 15 acres: 1. REQUEST A SPECIES LIST 2. NEXT STEP: EVALUATE DETERMINATION KEYS 3. SELECT EVALUATE under the Northern Long-Eared Bat (NLEB) Consultation and 4(d) Rule Consistency key Species profile: https://ecos.fws.gov/ecp/species/9045	Threatened

Critical habitats

THERE ARE NO CRITICAL HABITATS WITHIN YOUR PROJECT AREA UNDER THIS OFFICE'S JURISDICTION.

USFWS National Wildlife Refuge Lands And Fish Hatcheries

Any activity proposed on lands managed by the [National Wildlife Refuge](#) system must undergo a 'Compatibility Determination' conducted by the Refuge. Please contact the individual Refuges to discuss any questions or concerns.

THERE ARE NO REFUGE LANDS OR FISH HATCHERIES WITHIN YOUR PROJECT AREA.

Wetlands

Impacts to [NWI wetlands](#) and other aquatic habitats may be subject to regulation under Section 404 of the Clean Water Act, or other State/Federal statutes.

For more information please contact the Regulatory Program of the local [U.S. Army Corps of Engineers District](#).

Please note that the NWI data being shown may be out of date. We are currently working to update our NWI data set. We recommend you verify these results with a site visit to determine the actual extent of wetlands on site.

FRESHWATER EMERGENT WETLAND

- [PEM1A](#)
- [PEM1C](#)
- [PEM5A](#)
- [PEM5Ad](#)

FRESHWATER FORESTED/SHRUB WETLAND

- [PFO1A](#)
- [PSS1/EM1A](#)
- [PSS1A](#)

FRESHWATER POND

- [PUBHh](#)
- [PUBHx](#)

RIVERINE

- [R4SBC](#)
 - [R5UBH](#)
-

Attachment 4- Section 106
Coordination

Mary Ashburn Pearson

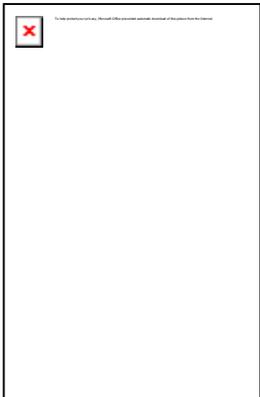
From: Beth Cole - MHT <beth.cole@maryland.gov>
Sent: Wednesday, February 19, 2020 2:52 PM
To: Walker, Genevieve J (FAA)
Cc: Mary Ashburn Pearson
Subject: Re: FW: DMW Supplemental EA- MHT Coordination Request

Hi Genevieve,

The Maryland Historical Trust (MD SHPO) has reviewed the proposed project modifications. Based on the information provided, we concur with FAA that the determination of no historic properties affected remains valid for this undertaking, pursuant to Section 106 of the National Historic Preservation Act. Thank you for providing us this opportunity to comment.

Have a good day,

Beth Cole



Beth Cole

Administrator, Project Review and Compliance
Maryland Historical Trust
Maryland Department of Planning
100 Community Place
Crownsville, MD 21032

beth.cole@maryland.gov / 410-697-9541
MHT.Maryland.gov
[Please take our customer service survey](#)

***Please note that due to a current staff vacancy in Review & Compliance, the review period for submittals is approximately 45-60 days. To check on the status of a submittal, please use our online search: <https://mht.maryland.gov/complianceLog/ComplianceLogSearch.aspx>.**

On Thu, Feb 6, 2020 at 2:01 PM Walker, Genevieve J (FAA) <Genevieve.J.Walker@faa.gov> wrote:

Good afternoon Beth- I apologize for this unorthodox submittal, but according to Mary Ashburn, you agreed to this format. If she was in error, please let me know and I will have her prepare a formal submittal for your review. There appears to be a small area of grading that is outside the previous study areas, but adjacent to previously evaluated areas.

Please let me know if you have any concerns about this submittal and I will direct Ms. Pearson to prepare a formal submittal.

Thanks so much for all your help with these projects,

Genevieve

Genevieve Walker

Environmental Protection Specialist

Washington ADO

13783 Park Center Road, Suite 490S

Herndon, VA 20171

(703) 487-3979

From: Mary Ashburn Pearson

Sent: Wednesday, February 5, 2020 2:27 PM

To: 'Walker, Genevieve J (FAA)' <Genevieve.J.Walker@faa.gov>

Cc: Myers, Mark <mimyers@carrollcountymd.gov>; 'Chilcoat, Andrea N.' <achilcoat@carrollcountymd.gov>; Roy G. Lewis <RLewis@deltaairport.com>; Kimberly A. Marcia <KMarcia@deltaairport.com>

Subject: DMW Supplemental EA- MHT Coordination Request

Genevieve,

Thank you for forwarding this email to Beth Cole of MHT to initiate Section 106 coordination in support of the “Supplement to the 2018 Supplemental Environmental Assessment (EA)” at the Carroll County Regional Airport (DMW). This “Supplement to the Supplement” includes slight additions to the 2018 study area, which are denoted with yellow clouding in the attached exhibit. I spoke with Beth Cole who agreed that an email submission is likely appropriate for this revision, instead of a formal project review package.

The reason for the Supplemental effort is:

- To add an approximately 0.14-acre area of proposed grading easement and grading on a private parcel southwest of the airport, Parcel 19. Parcel 19 is developed and currently used for industrial purposes; the 2018 EA/FONSI already includes the proposed acquisition in fee of approximately 1.4-acres of this parcel. We are not aware of previous field surveys on this 0.14-acres for cultural/historic resources; however, it is directly adjacent to the 2018 study area coordinated with MHT.
- To add an approximately 5-acre area of on-airport land, to provide the appropriate, graded Runway Safety Area (RSA) for the proposed, replacement runway. This area was previously surveyed for cultural/historic resources during the 2009 EA and should not require additional MHT review.

Previous Analysis and MHT Coordination:

- 2009 EA: A Phase I Cultural Resources Survey and Phase II Architectural Evaluations were conducted during the 2009 EA (Delta Project #MD 01047. Gosser et al. 2008). The study area for Phase I survey included the 5-acre, on-airport area proposed for RSA grading. No archaeological/cultural/architectural resources were identified in this area.
- 2018 Supplemental EA: Renewed coordination was conducted with MHT during the 2018 Supplemental EA. The 2018 Area of Potential Effect (APE) included a portion of Parcel 19 immediately adjacent to the additional area proposed for grading easement/grading. In March 2016, MHT confirmed no impacts to historic or archaeological resources as a result of the Proposed Action (see attached).

We are happy to provide Ms. Cole with additional exhibits or information, should she need it to make a determination.

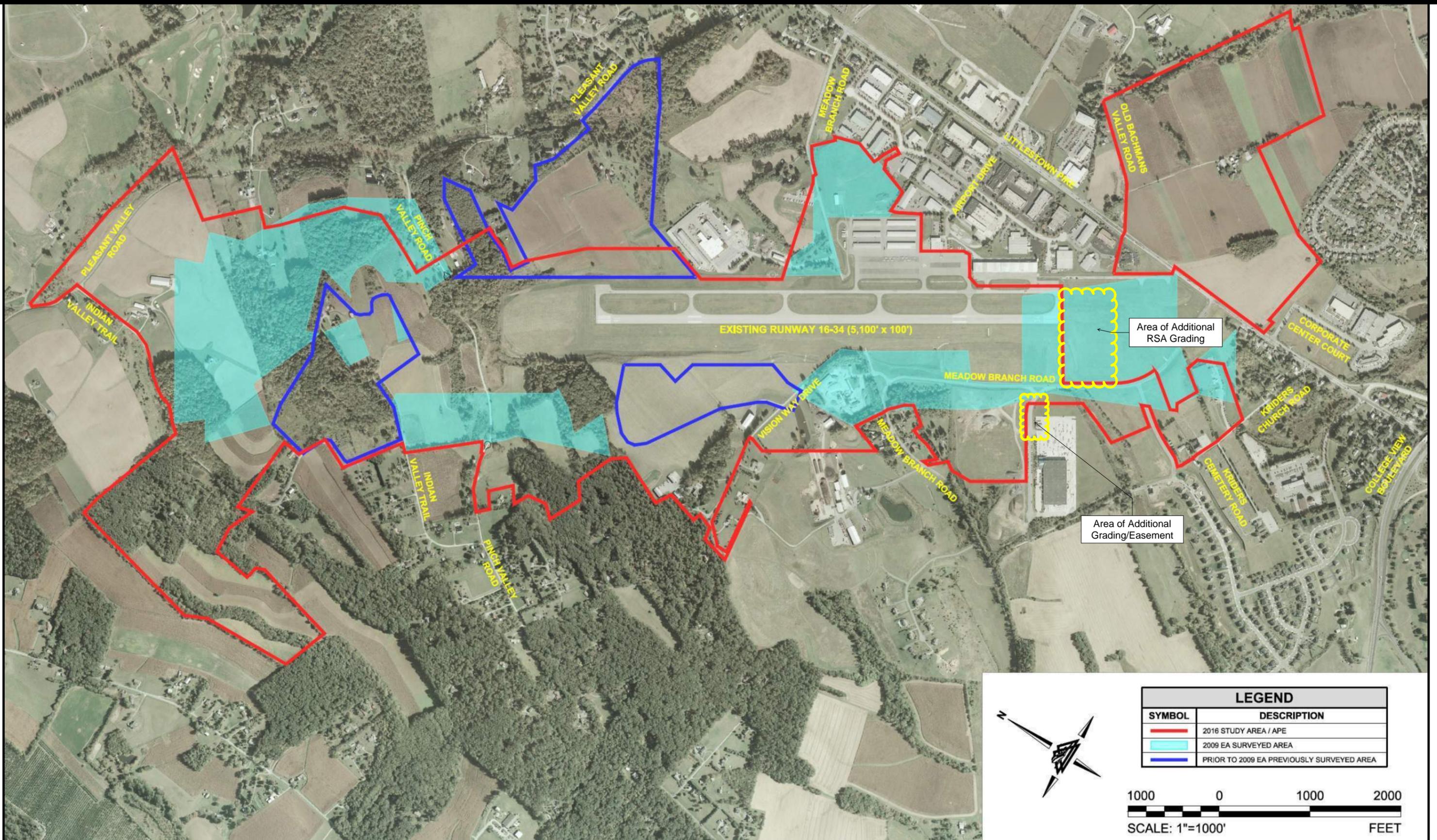
Thank you,

Mary Ashburn

Mary Ashburn Pearson, AICP

Project Manager

DELTA AIRPORT CONSULTANTS, INC.



DMW- Surveyed Areas, Cultural/Historic
February 2020

LEGEND	
SYMBOL	DESCRIPTION
	2016 STUDY AREA / APE
	2009 EA SURVEYED AREA
	PRIOR TO 2009 EA PREVIOUSLY SURVEYED AREA





PROJECT REVIEW FORM

Request for Comments from the Maryland Historical Trust/
MDSHPO on State and Federal Undertakings

MHT USE ONLY	
Date Received: 2/8/16	Log Number: FAA EX/ARA 201600449

Project Name County

Primary Contact:

Contact Name Company/Agency

Mailing Address

City State Zip

Email Phone Number Ext.

Project Location:

Address City/Vicinity

Coordinates (if known): Latitude Longitude Waterway

Project Description:

List federal and state sources of funding, permits, or other assistance (e.g. Bond Bill Loan of 2013, Chapter #; HUD/CDBG; MDE/COE permit; etc.).	Agency Type	Agency/Program/Permit Name	Project/Permit/Tracking Number (if applicable)
	<input type="checkbox"/> Federal	FEDERAL AVIATION ADMINISTRATION	
<input type="checkbox"/> State	MARYLAND AVIATION ADMINISTRATION		

This project includes (check all applicable):

New Construction Demolition Remodeling/Rehabilitation

State or Federal Rehabilitation Tax Credits Excavation/Ground Disturbance Shoreline/Waterways/Wetlands

Other/Additional Description:

Known Historic Properties:

This project involves properties (check all applicable):

Listed in the National Register Subject to an easement held by MHT

Included in the Maryland Inventory of Historic Properties Designated historic by a local government

Previously subject to archeological investigations

Property\District\Report Name

Attachments:

All attachments are required. Incomplete submittals may result in delays or be returned without comment.

Aerial photograph or USGS Quad Map section with location and boundaries of project clearly marked.

Project Description, Scope of Work, Site Plan, and/or Construction Drawings.

Photographs (print or digital) showing the project site including images of all buildings and structures.

Description of past and present land uses in project area (wooded, mined, developed, agricultural uses, etc).

DELTA AIRPORT
CONSULTANTS

MAR 14 2016

RICHMOND, VA

MHT Determination:

There are **NO HISTORIC PROPERTIES** in the area of potential effect The project will have **NO ADVERSE EFFECT WITH CONDITIONS**

The project will have **NO EFFECT** on historic properties The project will have **ADVERSE EFFECTS** on historic properties

The project will have **NO ADVERSE EFFECT** on historic properties **MHT REQUESTS ADDITIONAL INFORMATION**

MHT Reviewer: *[Signature]* Date: **3/9/16**

Submit printed copy of form and all attachments by mail to: Beth Cole, MHT, 100 Community Place, Crownsville, MD 21032



U.S. Department
of Transportation
**Federal Aviation
Administration**

Washington Airports District Office
13873 Park Center Rd., Ste 490-S
Herndon, VA 20171

T: (703) 487-3980
F: (703)487-3982

February 25, 2020

Erin Paden
Delaware Nation Historic Preservation Officer
31064 SH 281
PO Box 825
Anadarko, OK 73005

**Subject: Project Review for an Airport Improvement Project
Carroll County Regional Airport (DMW), Westminster, Maryland**

Dear Erin,

The Commissioners of Carroll County, owner and operator of the Carroll County Regional Airport (DMW), are proposing several development projects at the Airport to support the construction of a replacement runway. Associated with the project is the on-airport grading of approximately five acres of previously disturbed land, and the acquisition of a grading easement and associated grading on approximately 0.14-acres of off-airport, privately owned land. The projects are illustrated on the attached exhibit. The grading would take place on previously disturbed land.

As this project is anticipated to be federally funded, licensed, or permitted it is subject to review to comply with Section 106 of the National Historic Preservation Act of 1966, as amended. Your tribe has expressed interest in Carroll County, Maryland. I am writing this letter to invite interested parties to comment on the proposed development for the applicant to consider during the environmental review process. The Maryland Department of Historic Trust has also been contacted on this project.

For your reference, enclosed is a Phase 1 Cultural Resources Survey and a subsequent Phase II Architectural Evaluation, which were conducted on the airport property and surroundings in 2008. Following the Phase 1 study, a Phase II evaluation was conducted on three resources recommended as potentially eligible for listing on the National Register of Historic Places (NRHP); of these, one was found to be eligible for listing. The proposed runway replacement project and associated grading would not impact these resources.

Note that FAA procedures dictate that in the event a cultural or archaeological artifact is discovered during construction, that the construction is halted and the State Historic Preservation Officer (SHPO) and/or the interested Tribe is notified. The Maryland Historic Trust has been consulted on this project and have determined the project will have no effect on historic properties.

If you have any questions or need further information regarding the project, please contact me (Genevieve.J.Walker@faa.gov).

Sincerely,


Genevieve Walker
Environmental Protection Specialist

Enclosure: Proposed Action Exhibit
Phase I Cultural Resources Survey and Phase II Architectural Evaluations Report (December 2008)



U.S. Department
of Transportation
**Federal Aviation
Administration**

Washington Airports District Office
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February 25, 2020

William Tarrant, THPO
Seneca-Cayuga Nation
PO Box 45322
Grove, OK 74345

**Subject: Project Review for an Airport Improvement Project
Carroll County Regional Airport (DMW)
Westminster, Maryland**

Dear Mr. Tarrant:

The Commissioners of Carroll County, owner and operator of the Carroll County Regional Airport (DMW), are proposing several development projects at the Airport to support the construction of a replacement runway. Associated with the project is the on-airport grading of approximately five acres of previously disturbed land, and the acquisition of a grading easement and associated grading on approximately 0.14-acres of off-airport, privately owned land. The projects are illustrated on the attached exhibit. The grading would take place on previously disturbed land.

As this project is anticipated to be federally funded, licensed, or permitted it is subject to review to comply with Section 106 of the National Historic Preservation Act of 1966, as amended. Your tribe has expressed interest in Carroll County, Maryland. I am writing this letter to invite interested parties to comment on the proposed development for the applicant to consider during the environmental review process.

If you have any questions or need further information regarding the project, please contact me (Genevieve.J.Walker@faa.gov) or Mary Ashburn Pearson, AICP (mapearson@deltairport.com).

Sincerely,

Genevieve J. Walker
Environmental Protection Specialist
Washington ADO
Federal Aviation Administration
13873 Park Center Road, Suite 490S
Herndon, VA 20171

Enclosure: Proposed Action Exhibit