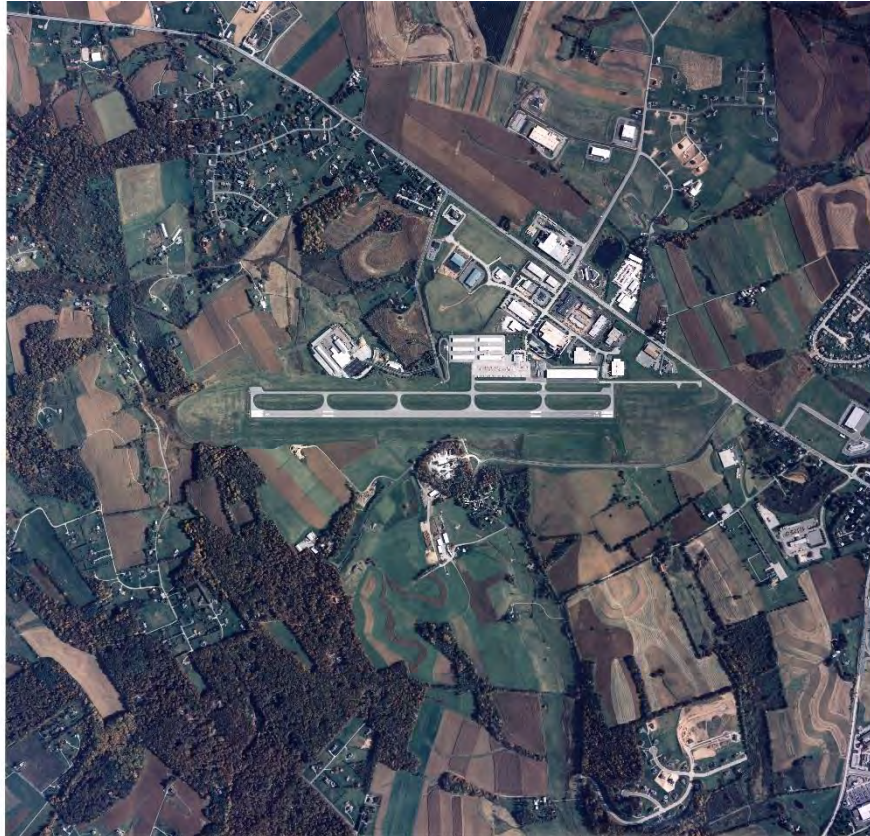


CARROLL COUNTY REGIONAL AIRPORT

Westminster, MD

Final Supplemental Environmental Assessment **April 2018**



This Environmental Assessment becomes a Federal document when evaluated, signed and dated by the Responsible FAA official.


Responsible FAA Official

5/04/2018
Date



www.deltaairport.com

Delta Airport Consultants, Inc.



U. S. Department
of Transportation

**Federal Aviation
Administration**

BECKLEY AIRPORTS FIELD OFFICE
176 Airport Circle, Room 101
Beaver, West Virginia 25813
Telephone: (304) 252-6216
Fax: (304) 253-8028

May 04, 2018

Joseph McKelvey, Manager
Carroll County Regional Airport
200 Airport Drive
Westminster, MD 21157

Re: Federal Aviation Administration (FAA) Finding for the Proposed Five-Year Capital Improvement Program at Carroll County Regional Airport (DMW)

Dear Mr. McKelvey:

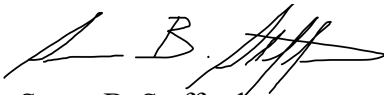
Enclosed is one copy of the Finding of No Significant Impact (FONSI) and the Supplemental Environmental Assessment (EA) signature page for the proposed Five-Year Capital Improvement Program at DMW. The Supplemental EA includes an analysis of potential environmental impacts associated with a new (replacement) runway 250 feet west of the existing Runway 16-34.

This Federal environmental approval is a determination by the approving official that the requirements imposed by applicable environmental statutes and regulations have been satisfied by a FONSI; however, it is not an approval of the Federal action approving the funding of eligible items for this project, nor approval of the air space review, or the unconditional approval of the revision of the Airport Layout Plan (ALP) to show these projects. These decisions remain with the FAA Washington Airports District Office.

In accordance with the National Environmental Policy Act (NEPA) of 1969 and Implementing Instructions for Airport Actions, you are required to publish a notice of availability (NOA) of the FONSI and Final EA. Please refer to 40 CFR 1506.6 (b) and Federal Aviation Administration Order 5050.4B, section 807 for the announcement methods. Also please forward a proof of publication of the NOA and one (1) electronic copy of the completed document to this office for our files.

Thank you for your efforts in completing this action. If you have any questions or comments, please contact me at Susan.Stafford@faa.gov or (304) 252-6216.

Sincerely,

A handwritten signature in black ink, appearing to read "Susan B. Stafford". The signature is fluid and cursive, with a large, sweeping flourish at the end.

Susan B. Stafford
Environmental Protection Specialist

Enclosures

cc: Mary Ashburn Pearson, AICP, Delta Airport Consultants, Inc. (w/encl via email)
Kimberly Marcia, Project Assistant, Delta Airport Consultants, Inc. (w/encl via email)
Ashish Solanki, A.A.E., MAA (w/encl via email)
William Krozack, C.M., MAA (w/encl via email)
Tom Priscilla, P.E., FAA (w/encl via email)

**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

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APPENDIX I: EXECUTIVE SUMMARIES OF ENVIRONMENTAL DUE DILIGENCE AUDITS
(EDDA) FOR SELECT PARCELS



**SUPPLEMENTAL ENVIRONMENTAL ASSESSMENT FOR
FIVE YEAR CAPITAL IMPROVEMENT PROGRAM**

**Carroll County Regional Airport
Westminster, MD**

**AIP Grant No. 3-24-0028-029-2015
MAA Grant No. MAA-GR-16-020
Delta Project No. 13064**

This Supplemental Environmental Assessment (EA) is based upon the guidance in Federal Aviation Administration (FAA) Order 1050.1F, *Environmental Impacts: Policies and Procedures* and FAA Order 5050.4B, *National Environmental Policy Act Implementing Instructions for Airport Actions* Paragraph 1402, “Supplementing a NEPA Document.”

This Supplemental EA is a separate document which discusses the changes to the Proposed Action from the 2009 EA and which is to be filed together with the 2009 EA/Finding of No Significant Impact (FONSI).

I. Introduction and Project Background

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.

An EA was prepared by the County in April 2009 and a FONSI was issued by FAA on April 30, 2009 for the development of the Airport’s proposed five year capital improvement program. The EA was prepared based on the Preferred Alternative from the 2007 Airport Master Plan Update (MPU).

The 2009 EA/FONSI were prepared for proposed improvement projects to meet the needs of the larger (Airport Reference Code (ARC) C-III) aircraft anticipated by the 2007 MPU to operate at DMW, represented by the Gulfstream V aircraft. The FAA uses the ARC to relate airport design criteria to the operational and physical characteristics of the airplane types that will operate at a particular airport. The ARC is an alphanumeric descriptor made up of the *aircraft approach category*, which relates to aircraft approach speed (operational characteristic) and ranges from A to E, and the *airplane design group*, which relates to wingspan or tail height (physical characteristic), and ranges from I to VI.

The alternatives analyzed in the 2009 EA were those presented and evaluated in the 2007 MPU. The projects included in the Proposed Action in the 2009 EA, as listed in the 2009 FONSI, are listed in Figure 1 and include a recommended 6,400’ replacement runway.



Figure 1, Proposed Action as Included in the 2009 EA and Supplemental EA

2009 Environmental Assessment	2018 Supplemental Environmental Assessment
Construct new (replacement) Runway 6,400-feet by 100-feet with a pavement strength of 91,000 Dual Wheel Gear	Construct new (replacement) Runway 5,500 -feet by 100-feet with a pavement strength of 91,000 Dual Wheel Gear
Construct full length taxiway 6,400-feet by 50-feet	Construct full length taxiway 5,500 -feet by 35 -feet
Install Category I ILS on Runway 16 end	<i>No longer included in Proposed Action; project delayed to later phase</i>
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 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 33 acres of avigation easements for obstruction removal	Acquire approximately 312 -acres of avigation easements for obstruction removal
Remove obstructions on approximately 70 acres	Remove obstructions on approximately 63 acres
Realign Meadow Branch Road	Realign Meadow Branch Road
Construct four conventional hangars and seven t-hangars and auto parking	Construct two conventional hangars (two less than in 2009) and auto parking, and no T-hangars
Relocate fuel farm	<i>No longer included in Proposed Action; project delayed to later phase</i>
Remove 4,000-feet of Pinch Valley Road (Cul-de-sac Pinch Valley Road)	Remove 4,000-feet of Pinch Valley Road (Cul-de-sac Pinch Valley Road)
Install perimeter/security fence	Install perimeter/security fence
Relocate three residences and three businesses	Relocate three residences and two businesses (one less of each than in 2009), and possibly a private swimming pool

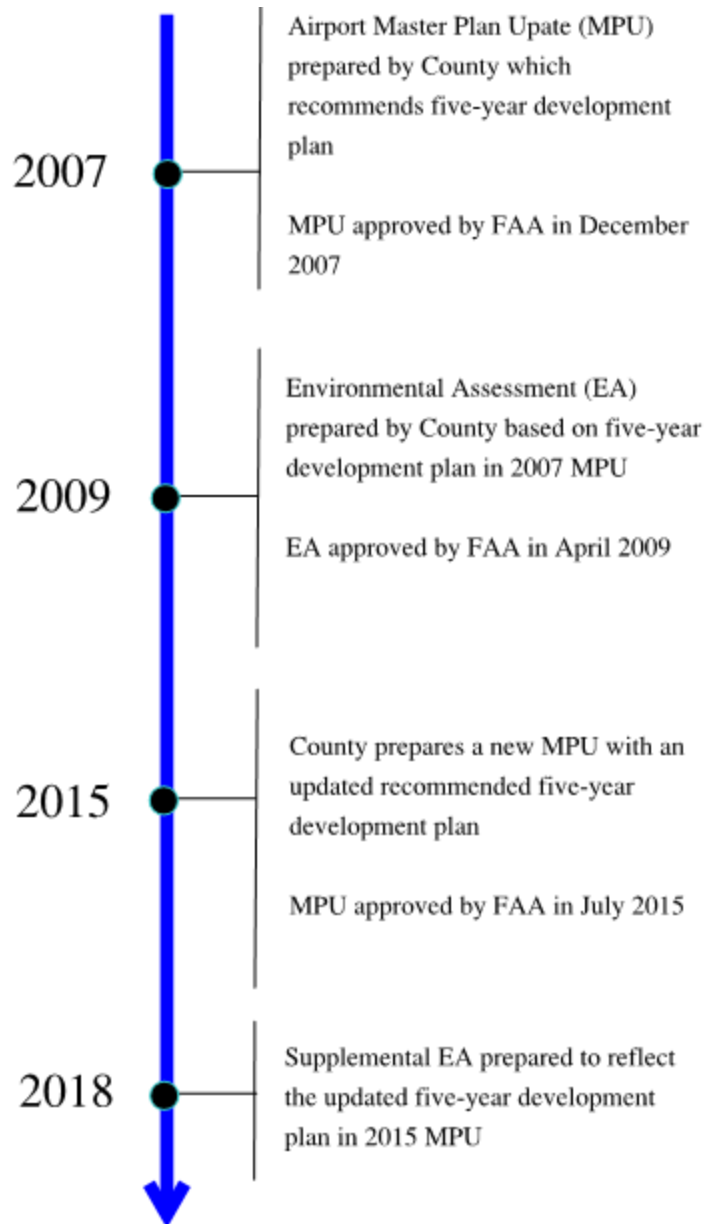


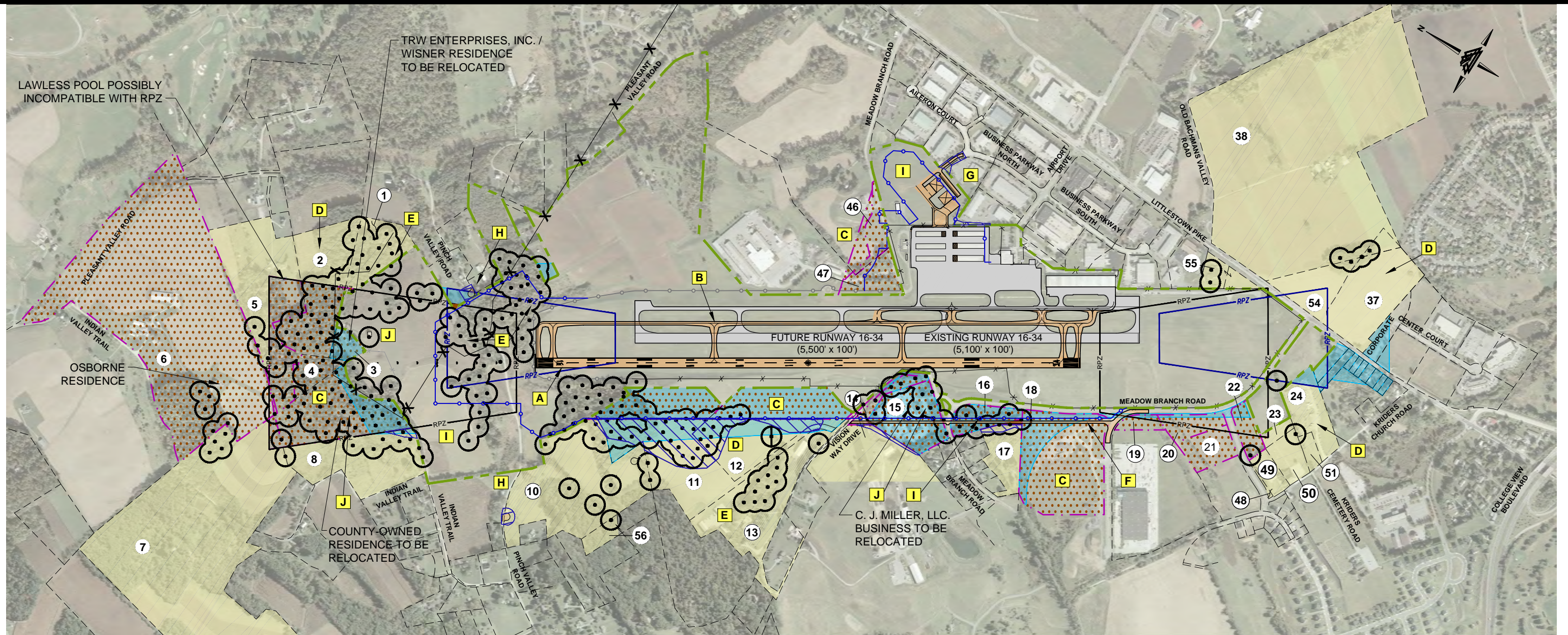
Following the 2009 EA, the Gulfstream V did not locate at the Airport as anticipated by the 2007 MPU. After input from the public, and a review of the 2007 MPU, the County made the decision to proceed with a new MPU.

The new MPU, prepared in 2015, identifies a new design aircraft, the medium-sized business jet represented by the Challenger 605, and recommends a lesser replacement runway length of 5,500'. The replacement runway is within the footprint analyzed in the 2009 EA. The 2015 MPU was accepted by FAA in July 2015.

In addition to a shorter recommended length for the replacement runway, the Category I Instrument Landing System (ILS) project included in the 2009 EA has been deferred to the Ultimate phase due to improvements in technology (the visibility minima reduction to less than ¾ mile to Runway 16 can be achieved with the existing RNAV (GPS) approach). Due to lack of demand, the T-hangars have been removed from the list of proposed projects; and, the fuel farm relocation has also been moved to the Ultimate phase.

This Supplemental EA is being prepared as a result of the change in operational fleet from that projected in the 2007 MPU and the updated recommendations of the 2015 MPU. This Supplemental EA will update the Preferred Alternative from the 2009 EA to reflect the updated Proposed Action as detailed in Figure 1. The 2018 Proposed Action is depicted in Figure 2; the 2009 Proposed Action is depicted in Figure 3 to allow for visual comparison.





ENVIRONMENTAL ASSESSMENT ITEMS

- A** CONSTRUCT REPLACEMENT RUNWAY
- B** CONSTRUCT FULL-LENGTH TAXIWAY
- C** ΔΟΥΛΩΘΑΙ ΙΙ ΑΠΟΥΔΑΧΘΕΝΤΑ ΔΕΥΟΤ ΟΡΥΥ
- D** ΔΟΥΛΩΘΑΙ FG ΑΠΟΥΔΑΧΘΕΝΤΑ ΔΕΥΟΤ ΟΡΥΥ
- E** ΨΟΤ UXΘΑΙ ΟΥΝΩΝΩΡ ΠΥΡΑΗ ΑΠΟΥΔ
- F** REALIGN MEADOW BRANCH ROAD
- G** CONSTRUCT 2 HANGARS AND AUTOMOBILE PARKING
- H** CUL-DE-SAC PINCH VALLEY ROAD AT AIRPORT PROPERTY LINE
- I** INSTALL PERIMETER / SECURITY FENCE
- J** RELOCATE 3 RESIDENCES, 2 BUSINESSES, POSSIBLY 1 SWIMMING POOL

NOTE: SOME PARCEL LINES DERIVED FROM CARROLL COUNTY GIS, DATA OBTAINED ONLINE NOVEMBER 2015.

PROPOSED PROPERTY INTEREST ACQUISITIONS				
PARCEL ID	MAP/PARCEL	PROPERTY OWNER	ACREAGE	
			FEE SIMPLE	AVIGATION EASEMENT
1	30 / 74	RICHARDSON	0.00	1.00
2	30 / 20	ABDELMOMIN	1.00	1.00
3	30 / 394	WISNER, THOMAS ROBERT	1.00	0.00
4	30 / 276	PATTERSON	0.00	0.00
5	30 / 482	LAWLESS	1.00	1.00
6	30 / 573	OSBORNE	1.00	1.00
7	30 / 258	TANSILL	0.00	1.00
8	30 / 35	COMMISSIONERS OF CARROLL COUNTY	1.00	1.00
10	30 / 101	COMMISSIONERS OF CARROLL COUNTY	0.00	0.00
11	38 / 676	JRP VISION, LLC	1.00	0.00
12	38 / 676	JRP VISION, LLC	1.00	1.00
13	38 / 676	JRP VISION, LLC	0.00	1.00
14	38 / 798	JRP VISION, LLC	1.00	1.00
15	38 / 197	TRIPLE M., LLC	1.00	0.00
16	38 / 759	TRIPLE M., LLC	1.00	0.00
17	38 / 462	WETZEL	0.00	1.00
18	114 / 6784	TRIPLE M., LLC	1.00	0.00

PROPOSED PROPERTY INTEREST ACQUISITIONS				
PARCEL ID	MAP/PARCEL	PROPERTY OWNER	ACREAGE	
			FEE SIMPLE	AVIGATION EASEMENT
19	114 / 6784	DLH, LLC	1.00	0.00
20	114 / 6784	TRIPLE M., LLC	0.00	0.00
21	114 / 6784	TRIPLE M., LLC	1.00	0.00
22	114 / 6784	TRIPLE M., LLC	0.00	0.00
23	38 / 661	BENJAMIN KRIDERS UNITED CHURCH OF CHRIST	0.00	1.00
24	38 / 646	CARROLL COUNTY ASSOC. FOR RETARDED CITIZENS, INC.	1.00	0.00
37	114 / 4966	R & E I, LLC	1.00	0.00
38	39 / 312	BISH	0.00	1.00
46	30 / 36	COMMISSIONERS OF CARROLL COUNTY	0.00	1.00
47	38 / 600	COMMISSIONERS OF CARROLL COUNTY	1.00	0.00
48	114 / 6784	JACOBS RIDGE, LLC	0.00	0.00
49	38 / 460	EMMERT	0.00	0.00
50	38 / 817	BENJAMINS REFORMED CHURCH OF CARROLL COUNTY	1.00	0.00
51	38 / 646	COMMISSIONERS OF CARROLL COUNTY	1.00	0.00
54	114 / 4966	COMMISSIONERS OF CARROLL COUNTY	1.00	0.00
55	114 / 6801	KBTC, INC.	0.00	0.00
56	38 / 555	LAURENCE D. KLEIN, AND KIMBERLEY KALETA	1.00	0.00

OBSTRUCTION REMOVAL
 EXISTING = 25± ACRES
 PROPOSED = 38± ACRES

LEGEND		
DESCRIPTION	EXISTING	PROPOSED
AIRPORT PROPERTY		
ADJACENT PARCEL LINE		NA
FENCE		
RUNWAY PROTECTION ZONE (RPZ)		
AVIGATION EASEMENT		
GRADING EASEMENT	NA	
LAND ACQUISITION	NA	
LIMITS OF OBSTRUCTIONS		SAME

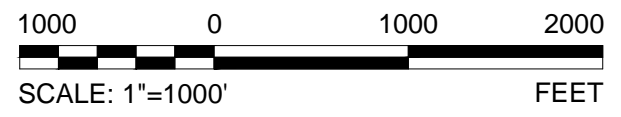


Figure 2, Proposed Action
 Carroll County Regional Airport
 Supplemental Environmental Assessment



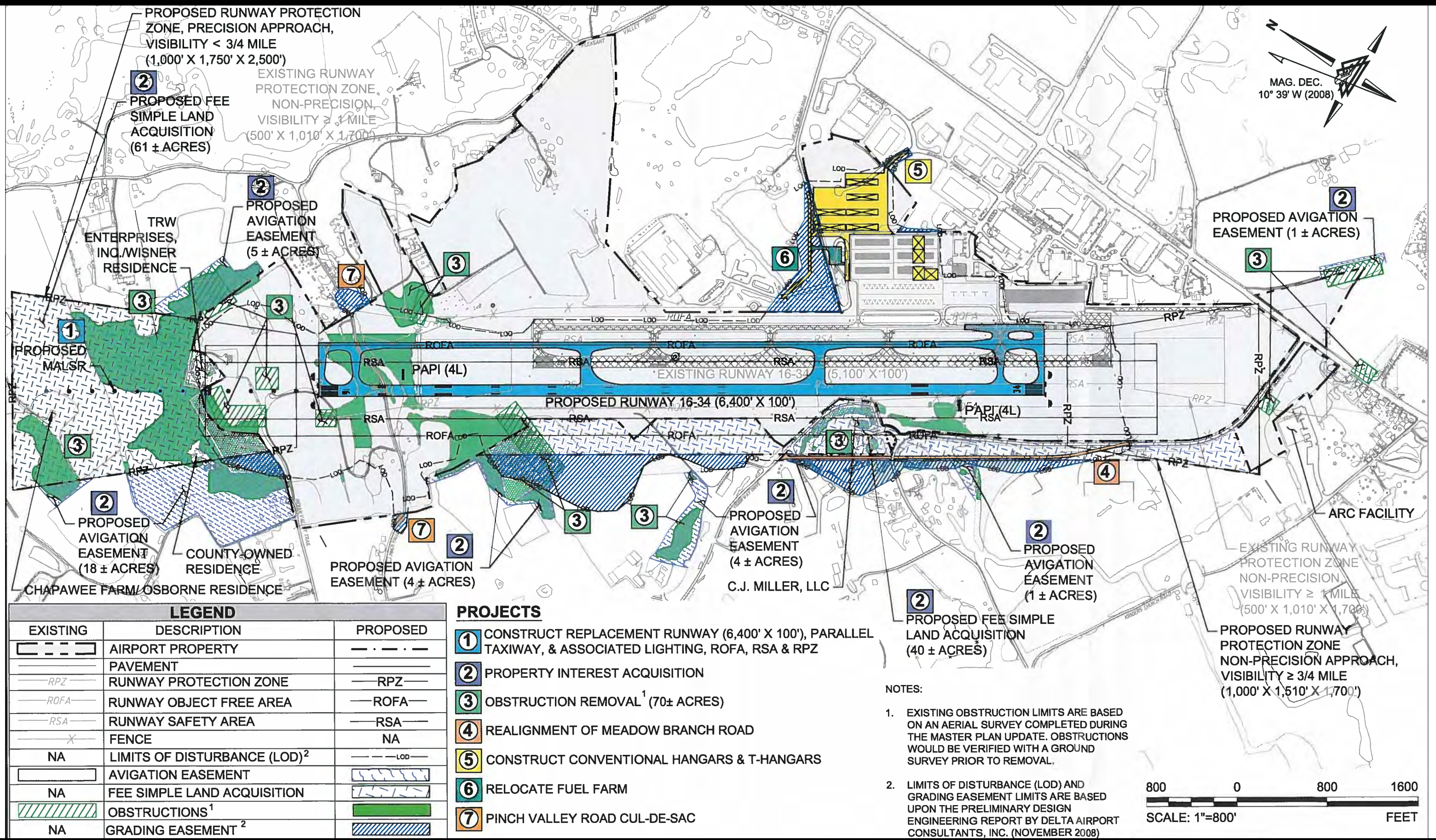


Figure 3, Proposed Action from 2009 EA/FONSI
 Carroll County Regional Airport
 Supplemental Environmental Assessment



The study area for the Supplemental EA effort, and the amount of proposed fee simple and avigation easement acquisition noted, is greater than what is shown in the 2015 MPU and associated Airport Property Map (APM) due to the preference during the environmental effort to study entire parcels, instead of partial parcels as shown on the APM. As a result of negotiations during the land acquisition phase, it can become necessary to acquire full parcels, should an uneconomic remnant remain; or, in the case of an easement, it is preferable to acquire airspace control over the entire parcel. Full parcels are being studied during this environmental effort with the intention of avoiding additional or supplemental environmental efforts in the future, should negotiations require the County to acquire more property than what is currently shown on the APM. In fact, during the course of the environmental effort, it was discovered that an agricultural preservation easement exists over one of the parcels north of the runway on which the future and ultimate RPZ would be situated. The existence of the preservation easement may require full acquisition/condemnation of this parcel; this is discussed throughout the document, including in Section III, Proposed Action.

Figure 4 depicts the study areas from the 2009 EA and 2018 Supplemental EA to allow for visual comparison.



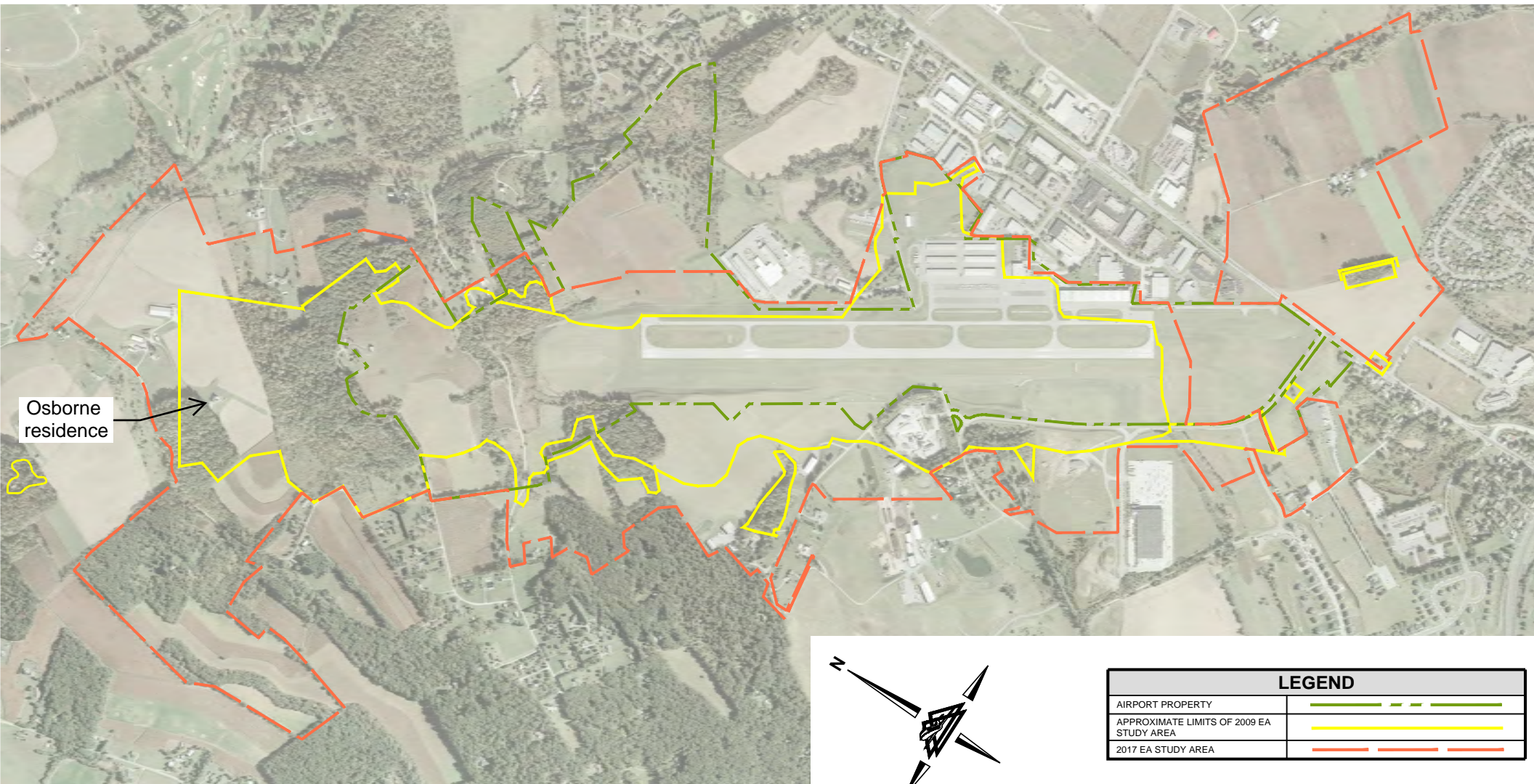


Figure 4, Comparison of Study Areas of 2009 EA and 2017 Supplemental EA

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II. Purpose and Need for the Proposed Federal Action

As is stated in the 2009 EA, the projects are necessary for DMW to ensure the safety of the flying public while at the same time meeting the performance requirements for the critical aircraft expected to utilize the facility. 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. The Proposed Action includes construction of a 5,500' replacement runway and associated parallel taxiway, installation of visual and navigational aids, and related elements required to meet FAA design standards. The Proposed Action will fulfill existing and projected aviation demands and accomplish the facility requirements recommended in the 2015 MPU.

FAA 5010-1 Form

Airport Name	CARROLL COUNTY RGNL/JACK B POAGE FIELD
FAA Site	08677.*A
NPIAS Number	24-0028
Service Level	Reliever
Data Effective Date: 03/02/2017	
Based Aircraft	
Single Engine (SE):	83
Multi Engine (ME):	14
Jet (J):	3
TOTAL FIXED WING: (SE + ME + J)	100
Helicopters:	2
Gliders:	0
Military:	0
Ultra-Light:	0
Operations	
Air Carrier:	0
Air Taxi:	500
General Aviation Local:	26,625
General Aviation Itinerant:	8,875
Military:	90
TOTAL OPERATIONS:	36,090
Operations for 12 Months Ending: 05/06/2016	

Aviation Demand Forecasts

The forecast of aviation demand activity during the 20-year planning period (2013-2033) was established in the 2015 MPU. The forecast is a key element of the planning process, and establishes the basis for determining and planning the airfield infrastructure and facility requirements necessary to adequately serve the community's current and future aviation needs. Forecast data used for the purposes of this EA are detailed in Figure 5. As shown, these forecasts indicate that all aspects of aviation demand at DMW will experience moderate growth during the planning period. The most current FAA 5010-1 Master Record reports 102 based aircraft, and 36,090 annual operations, at DMW, meaning that current conditions at the Airport are tracking slightly higher than the forecast from the 2015 MPU (see excerpt on left).

Source: GCR, Inc. The data on this form is structured in accordance with the FAA's Airport Master Record Forms (5010-1 & 5010-2)



As noted previously, the 2015 MPU also selected a different critical aircraft to establish the airport reference code (ARC) for DMW. The critical aircraft is defined as the aircraft or family of aircraft with the largest wingspan and highest approach landing speed that uses the airport on a regular basis. In some cases, the critical aircraft may be two different aircraft, where one aircraft establishes design criteria based on the largest wingspan and another establishes design criteria based on the highest approach to landing speed. The 2015 MPU identifies the medium-size business jet, similar to the based Challenger 605 aircraft, as the critical aircraft for the planning period. The Challenger 605 is an Approach Category C, Design Group II (ARC C-II) aircraft.



Figure 5, Forecast Summary for DMW, 2013-2033

	2012 (Base)	2013	2018	2023	2033	CAGR ⁱ 2013-2033
Forecast of General Aviation						
Service Area Registered Aircraft	159	162	174	187	215	1.43%
Based Aircraft	97	91	98	105	121	1.43%
Single-Engine		74	77	81	89	0.93%
Multi-Engine		12	13	14	17	1.76%
Turbo Jet		4	6	8	12	5.65%
Rotorcraft		1	2	2	3	5.65%
Operations	36,000	33,397	35,966	38,535	44,407	1.43%
Local	26,625	24,714	26,615	28,516	32,861	1.43%
Itinerant	9,375	8,683	9,351	10,019	11,546	1.43%
Operations by Aircraft Type						
Single-Engine	29,109	27,680	29,037	30,672	33,603	0.97%
Multi-Engine	5,510	4,404	4,771	5,138	6,239	1.76%
Turbo Jet	646	946	1,424	1,991	3,464	6.70%
Rotorcraft	735	367	734	734	1,101	5.65%
Military ¹	90	90	90	90	90	0.00%
Peak Hour Operations	17	15	17	18	20	1.66%
Enplaned Passengers	45,000	41,746	44,958	48,169	55,509	1.43%

Source: Carroll County Regional Airport, 2015 Airport Master Plan Update



III. Project Alternatives

The 2009 EA examined four runway and facility alternatives, and three roadway options, as listed below. The Preferred Alternative (Proposed Action) in the 2009 EA consists of Runway and Facility Alternative Four (4), and Roadway Alternative One (1).

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.

This Supplemental EA will update the Proposed Action from the 2009 EA to reflect the updated Proposed Action from the 2015 MPU, and the required additional property acquisition/condemnation made necessary by the existence of an agricultural preservation easement over one parcel in the program. The updated Proposed Action is depicted in Figure 2 and is described below.

Proposed Action

The updated Proposed Action 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.



Approximately 185 acres of fee simple land is to be acquired for the construction of the replacement runway, Runway Protection Zone (RPZ) control and the realignment of Meadow Branch Road. This involves the relocation of three residences within the proposed Runway 16 RPZ: the Wisner residence (Tax Parcel ID 30/394, Parcel 3 on Figure 2), a County-owned residence (Tax Parcel ID 30/545, Parcel 8 on Figure 2) and the Osborne residence (Tax Parcel ID 30/573, Parcel 6 on Figure 2). Two businesses are also proposed to be removed or relocated as a result of the proposed fee simple land acquisition: TRW Enterprises, Inc., located on the Wisner parcel, and C.J. Miller, LLC, a hot mix asphalt plant (Tax Parcel ID 38/167, Parcel 15 on Figure 2). In addition, a swimming pool on Tax Parcel ID 30/482 (Parcel 5 on Figure 2) is within the proposed Runway 16 RPZ and is to be relocated or abandoned. Perimeter/security fence is to be installed around the newly acquired airport property.

During the course of the environmental effort, it was discovered that an agricultural preservation easement exists over the Osborne parcel. This 80± acre parcel contains the primary residence, (occupied by the owner), as well as several offices, barns and miscellaneous buildings, and a hog farm operation. The owner is the resident landlord for multiple interests, including the hog farm (operated by a tenant) and a facility lease to the United States Department of Agriculture (USDA). The County's Proposed Action in Phase One (zero to five years) includes obstruction (tree) removal on this parcel, and the acquisition of 0.3 acres fee simple that is within the RPZ of the replacement runway. However, the preservation easement places restrictions on subdivision of the property. 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 the 0.3 acres 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 (see Appendix G).

The County's Ultimate (Beyond 20 Years) development plan for the airport includes an additional, 900 foot runway extension to the north (for an ultimate runway length of 6,400 feet) and the installation of an approach lighting system (Medium Intensity Approach Lighting System with Runway Alignment Indicator Lights, or MALSR) on the Osborne parcel. The Ultimate development plan would require the fee simple acquisition/condemnation of an additional 28± acres of the Osborne parcel. This 28± acres includes the primary residence but does not include the hog farm operation or other business interests.

In its October 3, 2017 letter, 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 this environmental effort, 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 during Phase One. The Osborne residence would be relocated and the County would assume the business leases.

Approximately 312 acres of avigation easements are to be acquired for obstruction removal. Approximately 63 acres of vegetative (tree) obstructions were identified during the 2015 MPU effort which must be mitigated.

Two conventional hangars and associated automobile parking are to be constructed on the east side of the airfield to accommodate future demand.

FAA Order 1050.1F requires that a Supplemental EA be prepared if there are substantial changes to the Proposed Action that are relevant to environmental concerns. As depicted in the side-by-side comparison in Figure 1, some tasks within the Proposed Action from the 2009 EA have changed, based on the new Preferred Alternative from the 2015 MPU and the requirement to acquire/condemn the full Osborne parcel. The specific changes which trigger the need for a Supplemental EA are detailed in Figure 1 and also described below:

- The length of the replacement runway has decreased from 6,400-feet to 5,500-feet. While the length has decreased, the proposed location of the replacement runway remains the same as in the 2009 EA.
- The parallel taxiway associated with the replacement runway has also decreased in length, from 6,400-feet to 5,500-feet. The width of the proposed parallel taxiway has decreased from 50-feet (which was proposed during the 2007 MPU for an ARC C-III airport) to 35-feet, which meets the FAA design standards for an ARC C-II airport, per the 2015 MPU.
- The proposed installation of the Category I ILS on the Runway 16 end was delayed to a later phase of development in the 2015 MPU, and was therefore removed from the Proposed Action in this Supplemental EA. As explained in the 2015 MPU, recent technological advancements in satellite navigation now support minimums for GPS approach procedures as low as those which can be achieved by the more expensive, ground-based ILS.
- The amount of proposed fee-simple land acquisition has increased, from 101 acres to 185 acres. The new total includes much of the same proposed fee simple land acquisition as in the 2009 Proposed Action, such as the fee simple acquisition proposed on the west side of the airfield to accommodate the 250' westward shift; some fee simple acquisition that was proposed in 2009 within the Runway 14 RPZ is now no longer necessary, as the runway is proposed to be extended to only 5,500'. The 185 acres includes the proposed acquisition/condemnation of the entire Osborne parcel.
- The amount of proposed avigation easement acquisition has increased, from 33 acres to 312 acres. Property interest in the form of an avigation easement is necessary before removing off-airport obstructions. The increased amount of proposed acquisition is a result of the preference during the environmental effort to study entire parcels, instead of only the portions of parcels where actual obstructions are located. It is preferable to acquire airspace control over an entire parcel. Full parcels are being studied during this



environmental effort with the intention of avoiding additional or supplemental environmental review in the future, should negotiations during the land acquisition phase require the County to acquire more property than what is currently shown on the Airport Property Map (APM).

- The amount of proposed obstruction removal has decreased from 70± acres to 63± acres. This slight variation is likely the result of different calculation methods of acreages from two separate obstruction surveys.
- The number of proposed conventional hangars in this phase of development has been reduced from four to two to accommodate the forecasted demand over the planning period; due to lack of demand, the seven proposed T-hangars have been removed from the Proposed Action.
- The relocated fuel farm has been removed from the Proposed Action because it was moved to the Ultimate (Beyond 20 Years) phase of development during the 2015 MPU.
- The number of businesses to be relocated has decreased from three to two. Per the Proposed Action in the 2009 EA, the following three residences and three businesses were to be relocated:
 - Wisner residence/TRW Enterprises, Inc. (Tax Parcel ID 30/394, Parcel 3 on Figure 2): This is one residence and one business on the same parcel of land. According to the 2009 EA, TRW Enterprises, Inc. provides trucking and landscaping services to Carroll County and the surrounding region. The business and residence on this parcel were proposed to be removed/relocated as they would have been inside the RPZ for the replacement runway.
 - Osborne residence/Hog farm operation (Tax Parcel ID 30/573, Parcel 6 on Figure 2): This is one residence and one farm operation on the same parcel of land. The residence on this parcel was proposed to be relocated as it would have been inside the RPZ for the replacement runway; the property owners apparently also owned the farm at the time the EA was prepared, and desired to remain on the same parcel as their farm; therefore the farm was also proposed to be relocated.
 - A County-owned residence (Tax Parcel ID 30/545, Parcel 8 on Figure 2), would have been within the RPZ for the replacement runway and was proposed to be relocated. This County-owned residence is currently being rented through a month-to-month lease.
 - The relocation of Meadow Branch Road would require the removal or relocation of the C.J. Miller, LLC hot-mix asphalt plant (Tax Parcel ID 38/167, Parcel 15 on Figure 2).

The hog farm operation on the Osborne parcel is no longer proposed to be relocated. The northeast corner of the Proposed RPZ for the new (2018) replacement runway encroaches approximately 125-feet onto the Lawless (formerly Connolly) property (Tax Parcel ID 30/482, Parcel 5 on Figure 2) around a swimming pool, which is to be relocated or abandoned. Swimming pools are considered places of public assembly and therefore are not permitted within the RPZ.



IV. Affected Environment

The Natural Environment

This section is to succinctly describe the environmental resources that the updated Proposed Action could affect. These are:

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 835± acre study area lies within a mixed use area, being 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 site lies between two watersheds: the northern portion of the site drains to Bear Branch, while the southern/southeastern part of the site drains to North Branch West Branch Patapsco River.

A search of the United States Fish and Wildlife Service (USFWS) Information, Planning, and Conservation (IPaC) database conducted in July 2016 identified one federally threatened species, the Indiana Bat, as having the potential to occur or be affected by activities in the project location. No critical habitats, wildlife refuges or fish hatcheries were identified within the project area by the IPaC database. The Maryland Department of Natural Resources (DNR) and the USFWS were contacted in July 2016 to request their knowledge of any pre-recorded rare, threatened or endangered species within the project area. No written response was received from Maryland DNR. A response letter dated August 25, 2016 was received from USFWS, which confirmed that the project area is located within the summer habitat range of the Indiana bat, and stated that construction activities could impact this habitat if potential roost trees and maternity habitat are removed. The USFWS letter also noted that, while no longer classified as a federal threatened or endangered species, the bald eagle is protected by the Bald and Golden Eagle Protection Act (Eagle Act), Lacey Act, and the Migratory Bird Treaty Act (MBTA). The letter did not clarify whether known bald eagles or their nests have been identified in or near the project area.

While it was not identified by the IPaC database, the Maryland DNR mentioned the Bog Turtle, a federally-listed threatened species, during initial agency scoping. The Bog Turtle was identified during the 2009 EA as having the potential to occur within the project area. A Phase I Bog Turtle Habitat Assessment was completed and a site visit with the Maryland DNR was conducted in January 2009 during the previous EA effort. Phase II and Phase III surveys (trapping) within the defined habitat areas was completed in May 2008; no bog turtles were found during any of the surveys.

A field survey to investigate the presence of rare, threatened, and endangered species within the project area was conducted in spring 2016. No species were identified during the field survey.

A field delineation of wetlands was conducted within the project area, which identified 16.8± acres of wetlands. Of these, approximately 14 acres were considered to be suitable habitat for the Bog Turtle (see Figure 6). No Bog Turtles were seen during the field investigations.



The 2009 EA notes that in accordance with the Annotated Code of Maryland and the Code of Maryland Regulations, the Forest Conservation Act (FCA) of 1991 and the Carroll County Forest Conservation Ordinance, a Forest Stand Delineation (FSD) must be submitted prior to approval of any project with land disturbance equal to or greater than 40,000 square feet. The 2009 EA states that a new Forest Conservation Plan (FCP) would be prepared specific to the preferred alternative described in this EA to comply with the County ordinance. The scope of work for this Supplemental EA does not include the preparation and submittal of a FSD or FCP; these are to be prepared and submitted during the permitting phase, before final design is initiated.

Department of Transportation 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. A Phase I Cultural Resources survey was completed in June 2008 for a 233-acre project area, as part of the 2009 EA effort. In December 2008 a Phase II evaluation was conducted for three resources recommended as potentially eligible for listing on the National Register of Historic Places (NRHP); however, none of these would have been impacted by the Proposed Action in the 2009 EA. Renewed coordination with the Maryland Historic Trust (MHT) was initiated for the revised, larger study area.

Farmlands: The approximately 835 acre study area is composed of commercial, institutional, industrial, residential, and agricultural properties. The Farmland Protection Policy Act (FPPA) of 1981 authorizes the United States Department of Agriculture (USDA) to develop criteria for identifying the effects of federal programs on the conversion of farmland to non-agricultural uses. During the 2009 EA, a farmland conversion form was completed and coordinated with the Natural Resources Conservation Service (NRCS), which concluded that the development is not considered to significantly impact farmlands. The 2018 Proposed Action includes the acquisition/condemnation of the Osborne property (Parcel 6 on Figure 2). There is an agricultural preservation easement over this parcel which was granted by the property owners at the time (1984) to MALPF. According to the easement (see Appendix G), the land shall be preserved solely for agricultural use, although the property owners reserve the right to selectively cut or clear trees on the parcel. The easement is perpetual, or will last for so long as profitable farming is feasible on the Grantor's land.

Hazardous Materials, Solid Waste, and Pollution Prevention: As with any construction project, the generation of solid waste due to demolition and construction activities is to be expected. The 2018 Proposed Action involves the fee simple acquisition of approximately 185-acres of property, including the relocation of two businesses and three residences. The 2009 EA/FONSI noted that the relocation of the C.J. Miller, LLC hot-mix asphalt plant (Parcel 15 on Figure 2) would require an Environmental Due Diligence Audit (EDDA) and, if required, remediation of the site would be part of the negotiation process prior to purchase. The 2009 EA/FONSI notes that EDDAs are to be conducted the properties slated for fee simple acquisition before land is acquired. No EDDAs or other hazardous materials surveys are included in the scope of work for the 2009 EA or the 2018 Supplemental EA; the results of EDDAs conducted on select parcels by the County as part of the land acquisition effort have been included in Section V, *Hazardous Materials, Stormwater, and Pollution Prevention*.



Historical, Architectural, Archeological and Cultural Resources: As previously mentioned, a Phase 1 Cultural Resources survey was completed in June 2008 for a 233-acre project area, as part of the 2009 EA effort. In December 2008 a Phase II evaluation was conducted for three resources recommended as potentially eligible for listing on the NRHP; however, none of these would have been impacted by the Proposed Action in the 2009 EA. Renewed coordination with the Maryland Historic Trust (MHT) was initiated for the revised, larger study area.

Land Use: The Proposed Action from the 2009 EA would have required approximately 101-acres of fee-simple land acquisition for development (construction of the replacement runway and the realignment of Meadow Branch Road) and RPZ control; and approximately 33-acres of avigation easement acquisition for obstruction removal. The land acquisition would have required the relocation of three residences and three businesses. These are: C.J. Miller, LLC hot-mix asphalt plant; TRW Enterprises, Inc. /Wisner Residence; a County-owned residence; and the Hog farm operation/Osborne residence.

The 2018 Proposed Action would require approximately 185-acres of fee simple acquisition and approximately 312-acres of avigation easement acquisition. The increased avigation easement acquisition is largely due to updated obstruction data and proposed easement acquisition along parcel boundaries, instead of the acquisition of only a partial parcel; and the requirement to acquire/condemn the full Osborne parcel. In a change from the 2009 EA, the land acquisition would require the relocation of only two businesses, as the hog farm operation located on the Osborne parcel is no longer proposed to be relocated. In addition, the northeast corner of the proposed RPZ associated with the 5,500-foot proposed runway length encroaches approximately 125-feet further onto the Lawless (formerly Connolly) property (Parcel 5 on the attached Figure 2) and may require the relocation of a swimming pool.

There is an agricultural preservation easement over the Osborne parcel. According to the easement (see Appendix G), the land shall be preserved solely for agricultural use, although the property owners reserve the right to selectively cut or clear trees on the parcel. The easement is perpetual, or will last for so long as profitable farming is feasible on the Grantor's land.

Socioeconomics, Environmental Justice, and Children's Health and Safety Risks: The 2018 Proposed Action includes the acquisition of approximately 312-acres of avigation easements and 185-acres of fee simple land, and would require the relocation of three residences and two businesses, and possibly a swimming pool. The residences to be relocated are the Wisner residence (Parcel 3 on Figure 2), a County-owned residence currently being rented with a month-to-month rental agreement, (Parcel 8 on Figure 2), and the Osborne residence (Parcel 6 on Figure 2). The businesses to be removed or relocated are the business on the Wisner property, TRW Enterprises, which provides trucking and landscaping services, and the C.J. Miller, LLC hot-mix asphalt plant on Parcel 15. In addition, a swimming pool on Parcel 5, Lawless, could be moved as it is within the RPZ for the relocated Runway 16.

Water Resources- Wetlands: A wetlands delineation was conducted during this Supplemental EA effort which identified approximately 16.8 acres of wetlands within the 835± acre study area (see Figure 6). Many of the wetlands are adjacent to streams and occur in the floodplains of these



streams. Wetland habitats were mostly observed adjacent to various streams and in areas that were topographically lower than adjoining uplands. Wetlands, ponds and streams are regulated by the United States Army Corps of Engineers (USACE) and the Maryland Department of the Environment (MDE). Any encroachments, fills, or crossings of these areas will require the appropriate state and federal permits.

Water Resources- Surface Waters: Surface waters include streams, rivers, lakes, ponds, estuaries, and oceans. Direct impacts to surface waters could occur from in-water work; indirect impacts to surface waters could occur from sedimentation from construction activities. A wetlands and stream delineation was conducted during this Supplemental EA which identified 27 wetlands (a total of 16.8± acres) and 25 streams (a total of 18,088 linear feet) within the study area (see Figure 6). In general, surficial hydrology in the northern portion of the study area drains to Bear Branch and/or several unnamed tributaries to Bear Branch. The southeastern portion of the study area drains to the West Branch North Branch Patapsco River while the southern and southwestern portions drain to an unnamed tributary to Meadow Branch Big Pipe Creek. These receiving streams are all perennial in nature. Wetlands, ponds and streams are regulated by the USACE and the MDE. Any encroachments, fills, or crossings of these areas will require the appropriate state and federal permits.

The Proposed Action alternative would not affect:

- Air Quality
- Climate
- Coastal Resources
- Natural Resources and Energy Supply
- Noise and Noise-Compatible Land Use
- Visual Effects
- Water Resources- Floodplains
- Water Resources- Groundwater
- Water Resources- Wild and Scenic Rivers
- Cumulative Impacts



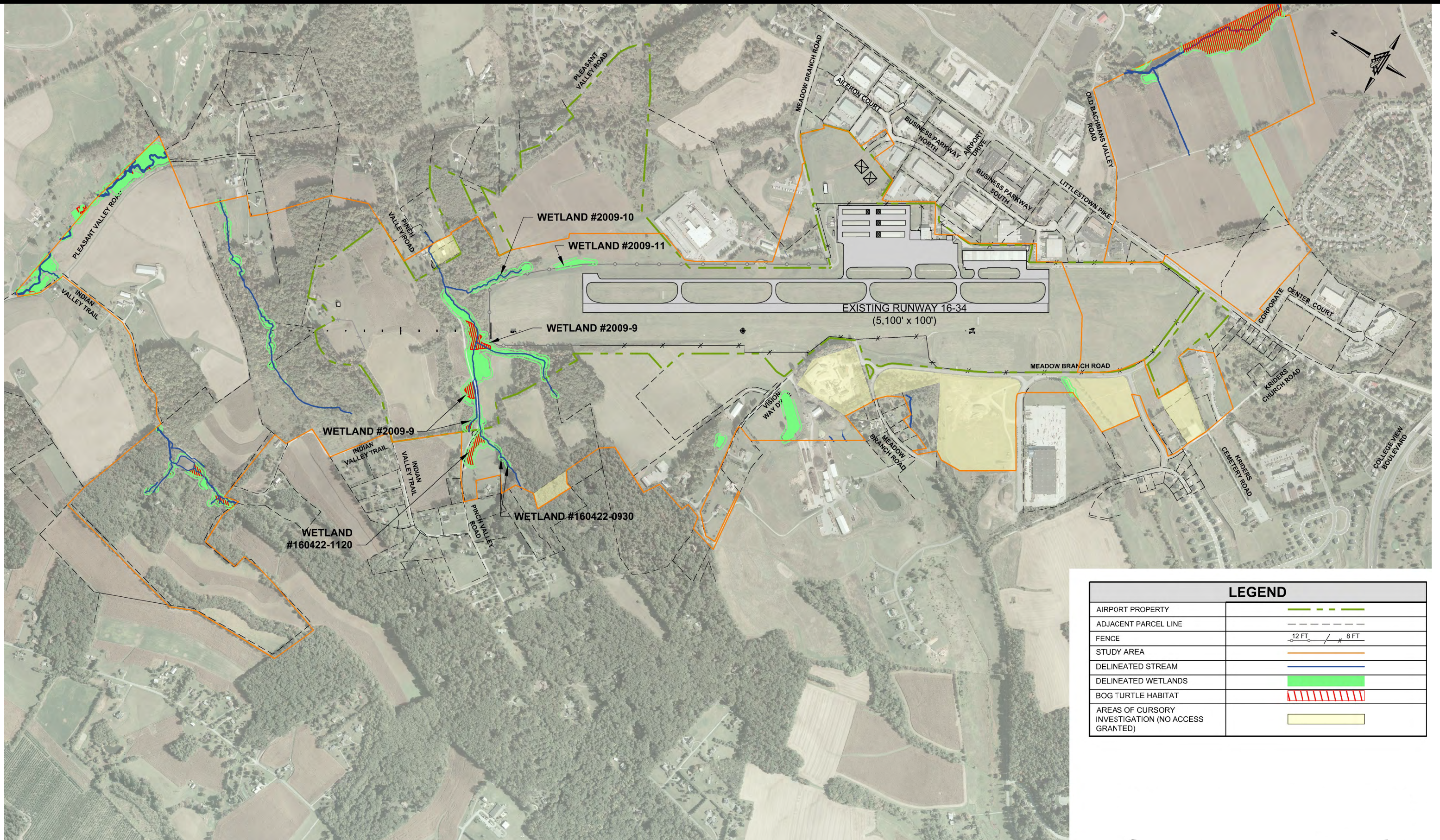


Figure 6, Delineated Wetlands and Streams
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V. Environmental Consequences

In addition to analyzing the potential environmental impacts of the revised Proposed Action, this section will reevaluate the environmental impact categories previously analyzed in the 2009 EA, to confirm that there have been no significant changes since the previous EA/FONSI was issued.

Air Quality: Carroll County is a Non-Attainment area for ozone and for particulate matter (PM_{2.5}). The 2009 EA included an emissions analysis for the Proposed Action which concluded that while the proposed development would increase emissions of the criteria air pollutants, the emission increases during construction and after construction would not exceed *de minimis* levels or equal or exceed 10 percent of the regional emissions totals, and therefore are not considered to be significant.

As with any construction project, temporary impacts to local air quality are to be expected. However, the nuisance would last only as long as construction occurs (no long term/permanent impacts are anticipated). Impacts to air quality from construction are to be mitigated by the Sponsor's proposed adherence to 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."

No adverse impacts to air quality are anticipated as a result of the Proposed Action.

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 835± acre study area was field surveyed for biological resources, including the presence of endangered and threatened species and habitat for these species, wetlands, and present habitat communities. See Figures 7 and 8 for the Habitat Communities depiction of the project area. The reports are attached as Appendix B. Wetlands discussions are included in the *Water Resources-Wetlands* portion of this section.



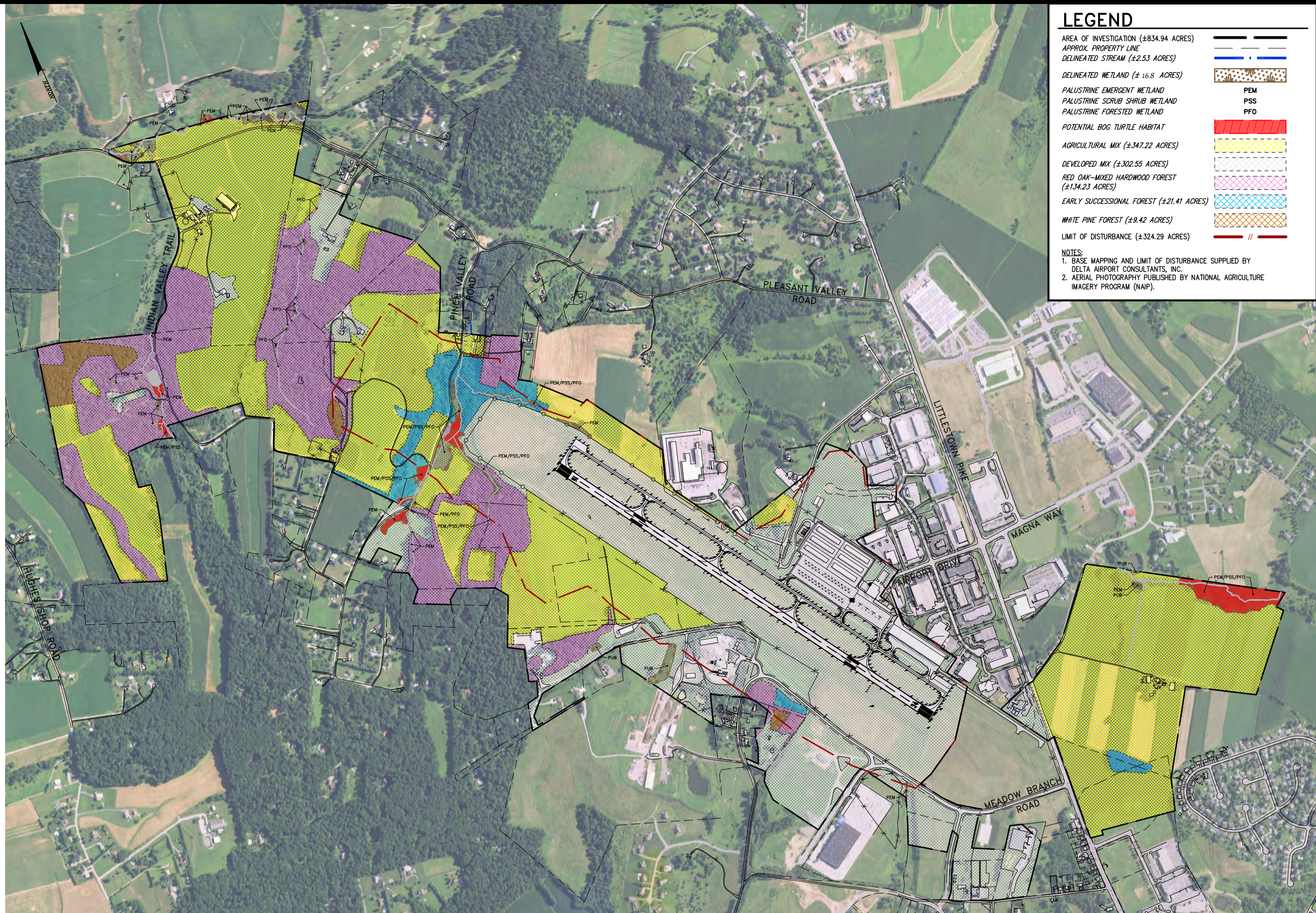
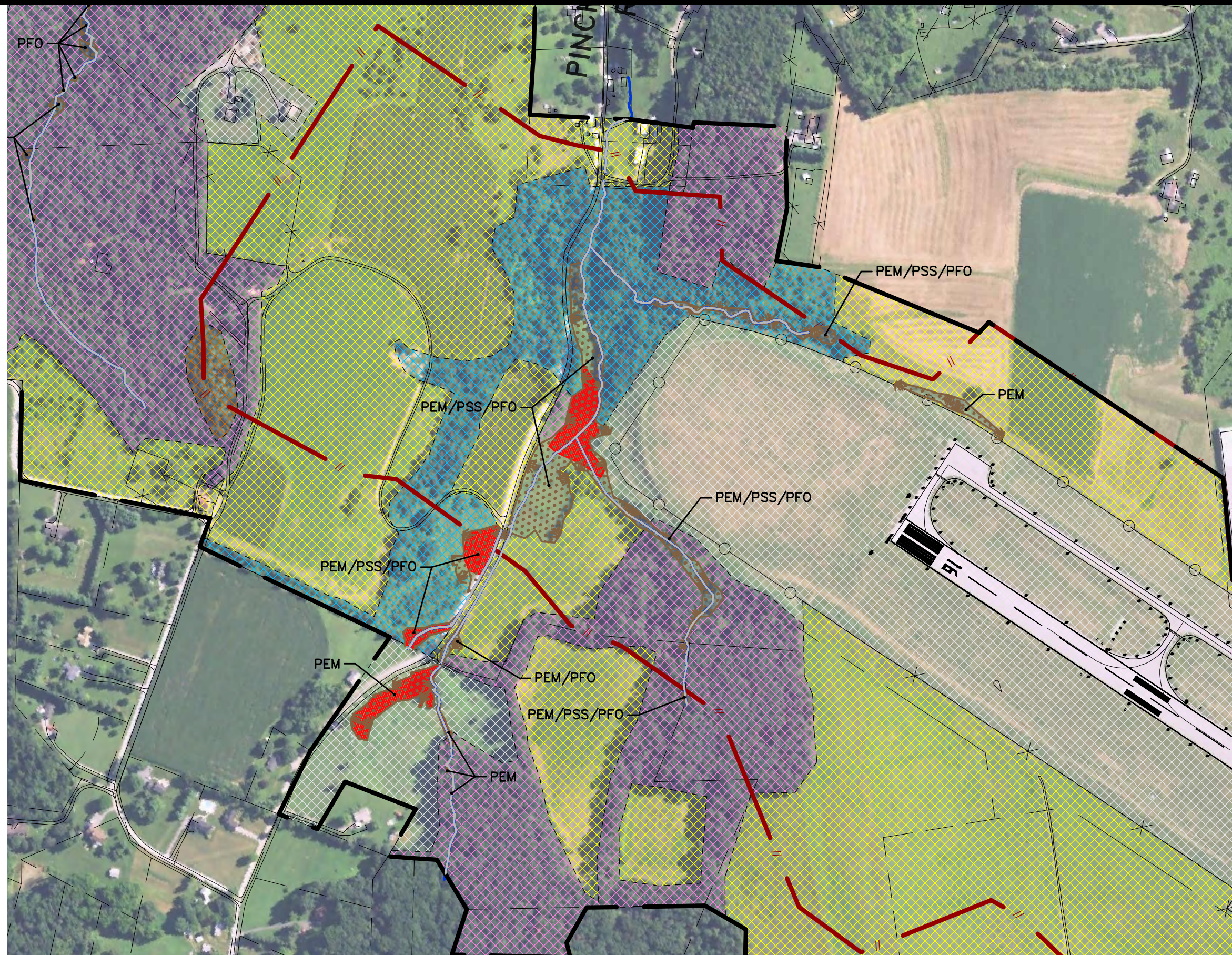


Figure 7, Habitat Communities
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LEGEND

AREA OF INVESTIGATION (±834.94 ACRES)	
APPROX. PROPERTY LINE	
DELINEATED STREAM (±2.53 ACRES)	
DELINEATED WETLAND (±16.8 ACRES)	
PALUSTRINE EMERGENT WETLAND	PEM
PALUSTRINE SCRUB SHRUB WETLAND	PSS
PALUSTRINE FORESTED WETLAND	PFO
POTENTIAL BOG TURTLE HABITAT	
AGRICULTURAL MIX (±347.22 ACRES)	
DEVELOPED MIX (±302.55 ACRES)	
RED OAK-MIXED HARDWOOD FOREST (±134.23 ACRES)	
EARLY SUCCESSIONAL FOREST (±21.41 ACRES)	
WHITE PINE FOREST (±9.42 ACRES)	
LIMIT OF DISTURBANCE (±324.29 ACRES)	

NOTES:
 1. BASE MAPPING AND LIMIT OF DISTURBANCE SUPPLIED BY DELTA AIRPORT CONSULTANTS, INC.
 2. AERIAL PHOTOGRAPHY PUBLISHED BY NATIONAL AGRICULTURE IMAGERY PROGRAM (NAIP).

Figure 8, Habitat Communities, Runway 16 End
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Biological resources pertinent to this Supplemental EA effort are discussed individually below. See the Water Resources discussions in this section for a description of potential impacts to wetlands and other water resources.

- **Indiana Bat:** The USFWS IPaC database identified one federally threatened species, the Indiana Bat, as having the potential to occur or be affected by activities in the project location. The database identified no critical habitats, wildlife refuges or fish hatcheries within the project area. The Maryland DNR and the USFWS were contacted in July 2016 to request their knowledge of any pre-recorded rare, threatened or endangered species within the project area. No written response was received from Maryland DNR. A response letter was received from USFWS in August 2016, which confirmed that the project area is located within the summer habitat range of the Indiana bat, and stated that construction activities could impact this habitat if potential roost trees and maternity habitat are removed. To avoid impacts to the Indiana bat, it may be necessary during the design phase to identify individual potential roosting trees or maternity habitat and avoid their removal (which may not be feasible as the trees to be removed are airspace obstructions), or remove trees during the winter months when they are not being used as seasonal roosts.

A field survey to investigate the presence of rare, threatened, and endangered species within the project area was conducted in April 2016 and May 2016 (see Appendix B). No species (including the Indiana Bat) were sighted during the field survey, although areas of forest were identified which are potentially suitable habitat for the Indiana bat.

According to the Endangered and Threatened Species survey report, (see Appendix B), the forests within the study area can be divided into Red Oak-Mixed Hardwood Forest (134± acres of the 835± acre study area), Early Successional Forest (21± acres), and White Pine Forest (9± acres)- see Figure 5. Red Oak Mixed Hardwood Forest, which includes white oak and shagbark hickory trees, could potentially provide adequate habitat for Indiana bats. During the design and permitting phase, it may be necessary to identify individual potential roosting trees or maternity habitat and avoid their removal, or place time restrictions on when such trees can be removed (typically during November 15 through March 31 when the bats hibernate). Updated coordination with USFWS is to occur when the design phase begins (anticipated 2019). Time restrictions on clearing is likely the most feasible mitigation measure which would avoid impacts to the bats while achieving the goal of mitigating airspace obstructions.

- **Bog Turtle:** While it was not identified by the USFWS, the Maryland DNR has noted that the Bog Turtle, a federally-listed threatened species, could occur on or near the project area. The Bog Turtle was also identified during the 2009 EA as having the potential to occur within the project area. A Phase I Bog Turtle Habitat Assessment was completed and a site visit with the Maryland DNR was conducted in January 2009 during the previous EA effort. Phase II and Phase III surveys (trapping) within the defined habitat areas was completed in May 2008; no bog turtles were found during any of the surveys.



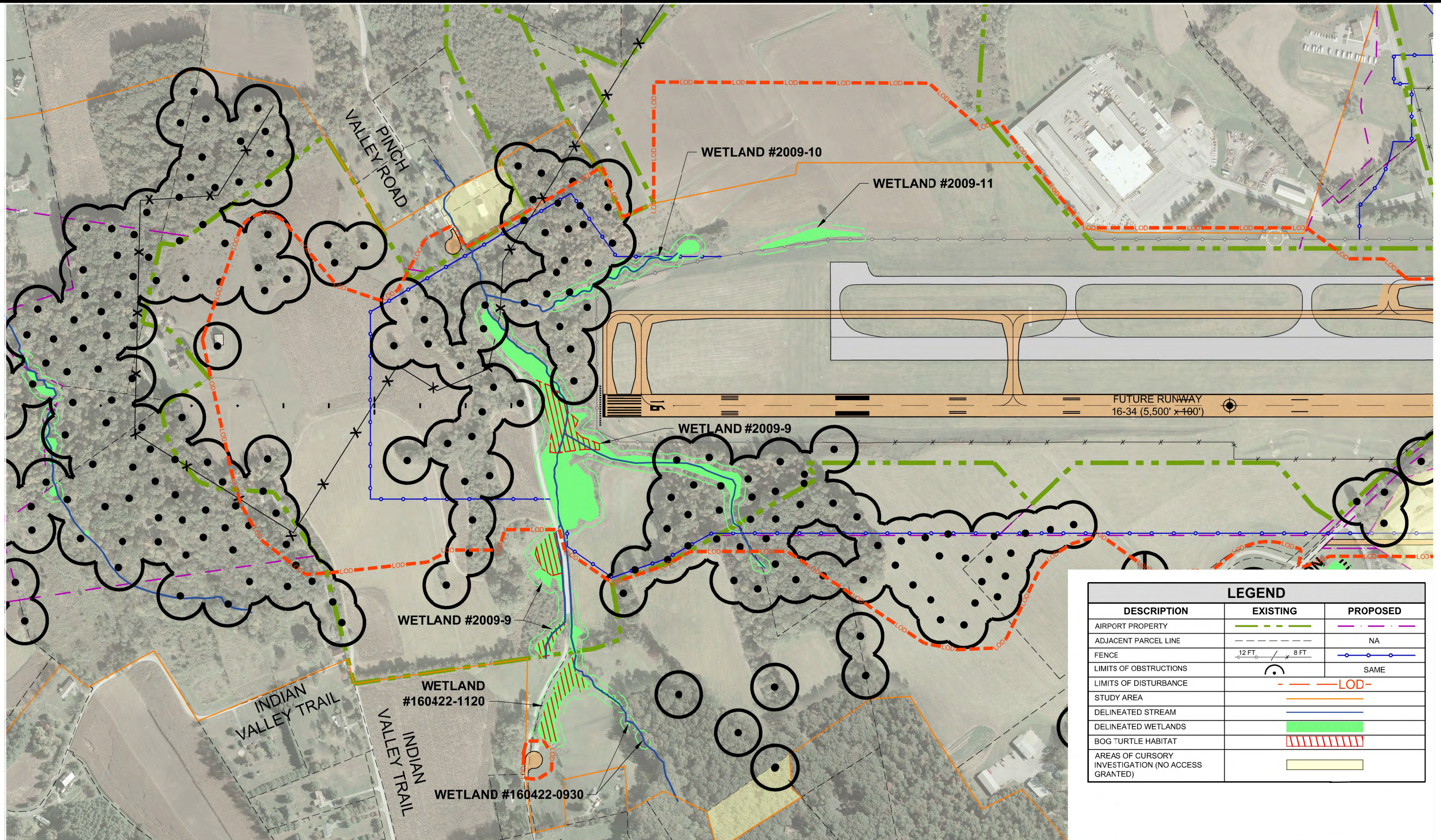
A field survey to investigate the presence of rare, threatened, and endangered species within the project area was conducted in April 2016 and May 2016 (see Appendix B). No species (including the Bog Turtle) were sighted during the field survey, although areas of habitat suitable for the Bog Turtle were identified. Of the approximately 16.8 acres of wetlands delineated within the project area, approximately 14 acres were considered to be suitable habitat for the Bog Turtle. Approximately 0.79 acres of this suitable habitat are within the Limits of Disturbance (LOD) for the Proposed Action (see Figure 9). These areas are associated with Wetland #9, within which a Phase III (trapping) Bog Turtle survey was conducted during the 2009 EA effort. No Bog Turtles were found.

A field visit with USACE and Scott Smith of the Maryland DNR took place on September 23, 2016 to confirm the identification of these areas as suitable habitat for Bog Turtles. Wetlands 2009-9, 160422-1120, and 160422-930 are the only area of confirmed suitable bog turtle habitat which are within the Limits of Disturbance (LOD) for the Proposed Action (see Figure 9). The remaining confirmed suitable bog turtle habitat is within parcels slated for avigation easement acquisition or fee simple acquisition/condemnation, with no development or construction proposed within the wetland areas. **Maryland DNR directed that a trapping effort be conducted on these wetlands in the next phase of the project (the permitting phase) during the May 1-June 15 trapping window.**

According to MDE guidelines, 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.

The Phase 1 Bog Turtle Habitat report is included in Appendix B. Wetlands impacts are discussed in the *Water Resources- Wetlands* portion of this section.





LEGEND		
DESCRIPTION	EXISTING	PROPOSED
AIRPORT PROPERTY		
ADJACENT PARCEL LINE		NA
FENCE		
LIMITS OF OBSTRUCTIONS		SAME
LIMITS OF DISTURBANCE		
STUDY AREA		
DELINEATED STREAM		
DELINEATED WETLANDS		
BOG TURTLE HABITAT		
AREAS OF CURSORY INVESTIGATION (NO ACCESS GRANTED)		

Figure 9, Estimated Wetland and Stream Impacts
 Carroll County Regional Airport
 Supplemental Environmental Assessment

- **Bald Eagle:** The August 2016 USFWS letter (see Appendix B) included a general note about the bald eagle. While no longer classified as a federal threatened or endangered species, the bald eagle is protected by the Bald and Golden Eagle Protection Act (Eagle Act), Lacey Act, and the Migratory Bird Treaty Act (MBTA). Any potential disturbance to the bald eagle should be avoided by following the National Bald Eagle Management Guidelines. The guidelines for construction or development projects include maintaining a buffer of at least 660 feet from visible nests or conducting activities outside of the nesting season, which is generally mid-December to June. If “disturbance” cannot be avoided, the County can apply for a permit that authorizes the take of bald and golden eagles under the Bald and Golden Eagle Protection Act, generally where the take to be authorized is associated with otherwise lawful activities.
- **Forest Conservation Act:** The 2009 EA notes that 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, a Forest Stand Delineation (FSD) must be submitted prior to approval of any project with land disturbance equal to or greater than 40,000 square feet. The 2009 EA states that a new FCP would be prepared specific to the preferred alternative described in this EA to comply with the County ordinance. The scope of work for this Supplemental EA does not include the preparation and submittal of a FSD or FCP; these are to be prepared and submitted during the permitting phase before final design is initiated.

Based on the information outlined above and with the understanding that a Bog Turtle trapping effort is to be conducted on the entire Wetland #9 during the next phase of the project, and coordination with USFWS, that will result in a commitment to identify individual potential roosting trees or maternity habitat and avoid their removal, or remove trees during the winter months when they are not being used as seasonal roosts, is to be conducted during design regarding the Indiana Bat, no impacts to biological resources are anticipated.

Climate: FAA Order 1050.1F, *Environmental Impacts: Policies and Procedures*, requires that NEPA documents consider the potential effects of a proposed action or its alternatives on climate change as indicated by its greenhouse gas (GHG) emissions. GHGs are defined as including carbon dioxide (CO₂), methane (CH₄), nitrous oxide (N₂O), hydrofluorocarbons (HFCs), perfluorocarbons (PFCs), and sulfur hexafluoride (SF₆). Of the six recognized GHGs, only CO₂ is a direct aircraft combustion product. As stated in the FAA Order, there are no significance thresholds for aviation GHG emissions, and there are currently no accepted methods of determining significance applicable to aviation projects given the small percentage of emissions they contribute. As the Proposed Action is not associated with an increase in aircraft operations or aircraft operational changes (these would occur whether or not the replacement runway is constructed), *no measurable increase in greenhouse gases would occur and no climate impacts are anticipated.*

Coastal Resources: Carroll County is not located within the state’s coastal zone or within a protected coastal barrier; therefore a consistency determination is not required, and *no impacts to coastal resources are anticipated as a result of the Proposed Action.* This is the same



conclusion as in the 2009 EA/FONSI.

Department of Transportation Act: Section 4(f): The 2009 EA/FONSI concluded that there would be no impact to Section 4(f) resources from the Proposed Action. A Phase I and a Phase II Cultural Resources were completed as part of the 2009 EA effort. Two resources, Houck House and St. Benjamin's Lutheran Church, were found to be eligible for listing. However, none of these would have been impacted by the Proposed Action in the 2009 EA, including no visual impacts to the resources. Updated coordination with the MHT reflecting the 2016 study area was conducted during the Supplemental EA. In March 2016, MHT confirmed that there would be no impacts to historic or archaeological resources as a result of the Proposed Action (see Appendix D). Additionally, there are no known significant publicly owned parks, recreation areas, and wildlife and waterfowl refuges on or in the vicinity of the project area. ***No impacts to Section 4(f) resources are anticipated as a result of the Proposed Action.***

Farmlands: The Proposed Action in the 2009 EA would require approximately four acres of prime soils and 39 acres of statewide important farmlands to be converted to dedicated airport property. A farmland conversion form was completed and coordinated with the NRCS whose threshold of significance was well below the threshold of "significant impact." According to the FAA Order 1050.1F Desk Reference, typically the study area for farmlands will be limited to the construction footprint of a project. Because the 2018 Proposed Action involves a smaller development footprint than that considered in 2009, it is reasonable to assume that the "no impact" conclusion from 2009 would apply to this smaller footprint.

The 2018 Proposed Action includes the fee simple acquisition/condemnation of the Osborne property. A perpetual, agricultural preservation easement over this parcel was granted in 1984 by the property owners to the MALPF, part of the Maryland Department of Agriculture. According to the easement (see Appendix G), the land shall be preserved solely for agricultural use. Currently, this 80± acre parcel contains the owner's residence as well as several businesses which lease the land from the owner, including a hog farm.

The County's Proposed Action in Phase One (zero to five years) includes obstruction (tree) removal on this parcel, and the acquisition of 0.3 acres fee simple that is within the RPZ of the replacement runway. However, the preservation easement places restrictions on subdivision of the property. Coordination with MALPF, the state agency which holds the agricultural preservation easement, confirmed that the 0.3 acres 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 (see Appendix G).

The County's Ultimate (Beyond 20 Years) development plan for the airport would require the fee simple acquisition/condemnation of an additional 28± acres of the Osborne parcel for RPZ protection and for the installation of a proposed approach lighting system (MALSR). This 28± acres includes the primary residence but does not include the hog farm operation or other business interests.



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 this environmental effort, 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 during Phase One. The Osborne residence would be relocated and the County would assume the business leases. The County has expressed its intent to condemn the property. After condemnation, the agricultural easement would no longer be in effect over the parcel.

In the short term (Phase One), tree removal and the residential relocation would take place. Based on discussions between the County and the property owner, residential relocation is anticipated to be a negotiated settlement. The installation of the MALSRS is proposed in the Ultimate phase.

According to the FAA Order 1050.1F Desk Reference, direct impacts to farmlands typically involve the conversion of farmlands to non-agricultural use. While the agricultural easement would no longer apply to the Osborne parcel after acquisition/condemnation, the use of the parcel would not change. The Proposed Action in Phase One does not involve construction on the Osborne parcel, and the parcel would remain in a condition appropriate for agricultural use.

In consideration of the points discussed above, ***no impacts to farmlands are anticipated as a result of the Proposed Action.***

Hazardous Materials, Solid Waste and Pollution Prevention: The 2009 EA concluded that the temporary generation of solid waste due to demolition and construction activities is anticipated; however, airfield development does not normally result in a direct impact to solid waste collection, control, or disposal. The site is not adjacent to active landfills, nor are there any landfills located within 10,000 feet of the runway. It is the contractor's responsibility to properly dispose of solid waste during the construction phase. ***No impacts to the solid waste stream are anticipated as a result of the Proposed Action.***

The 2009 EA noted that the relocation of the C.J. Miller, LLC hot-mix asphalt plant (Parcel 15 on Figure 2) would require an Environmental Due Diligence Audit (EDDA) and, if required, remediation of the site would be part of the negotiation process prior to purchase. Per the 2009 EA, EDDAs are also to be completed on properties proposed for fee simple acquisition or where grading easements may be required. EDDAs are not included in the scope of work for this Supplemental EA and are to be conducted as appropriate during the property acquisition phase for those parcels slated for fee simple acquisition. The results of EDDAs conducted by the County on a select number of these parcels as part of the land acquisition effort are described below.

The purpose of the EDDAs is to conduct a standardized environmental assessment of the sites to identify the presence or likely presence of any hazardous substances or petroleum products on the site that indicate an existing release, a past release, or a potential threat of release to site structures, ground, groundwater, or surface water. The EDDA findings are summarized below;



excerpts from the EDDAs and a vicinity map have been included as Appendix I at the request of FAA:

- Parcel 6, Osborne: The EDDA did not identify environmental liens, RECs, HRECs, or Controlled Recognized Environmental Conditions (CRECs) at the site. No further analysis was recommended.
- Parcel 15, Triple M, LLC: The EDDA identified three Recognized Environmental Concerns (REC) and one Historical Recognized Environmental Concern (HREC) on the parcel. The three RECs are:
 - A 500 gallon diesel above-ground storage tank (AST) in a maintenance shed, which is considered an REC due to lack of secondary containment. However, a nearby soil sample did not identify gasoline or diesel levels above allowable limits.
 - Two 55 gallon drums of gear and waste oil in a maintenance shed, which are considered RECs due to lack of secondary containment.
 - The historic asphalt production operations are considered a REC as the handling of petroleum-based products over several decades represents the potential for impacts to the ground and/or groundwater.

The one HREC is:

- An out-of-use 1,000 gallon gasoline underground storage tank (UST), installed in 1971 and closed in 1993, and a 4,000 gallon diesel UST (closed in 1993) are considered HRECs. However, nearby soil samples did not identify gasoline or diesel levels above allowable limits.

These findings would typically warrant preliminary Phase II investigation including a limited soil sampling assessment in the vicinity of the RECs. A subsurface geophysical assessment would also be recommended in all proposed soil boring locations to clear all underground utilities, in addition to the standard utility One Call prior to digging, trenching, or drilling. In the event that the soil sampling assessment identify unfavorable results (impacted soils above regulatory standards), then additional soil or limited groundwater investigations may be warranted. Subsurface geophysics are also recommended to confirm that the USTs are in fact no longer present at the site.

- Parcel 16, Triple M, LLC: The EDDA did not identify environmental liens, RECs, HRECs, or CRECs at the site. No further analysis was recommended.
- Parcel 17, Wetzel: The EDDA did not identify RECs, HRECs, or CRECs at the site. There are reportedly no storage tanks at the site. No further analysis was recommended.
- Parcel 18, Triple M, LLC: The EDDA identified heavy equipment and soil and broken asphalt spoil piles from local road and highway infrastructure construction projects at the site. No environmental liens, HRECs or CRECs were identified. The soil and broken



asphalt spoil lines are considered a REC, as these stored materials have been brought onto the site from unknown origins and quality, and represent a potential impact to the ground and/or groundwater. Recommendations for further study on Parcel 18 are the same as listed for Parcel 15, excluding the UST confirmation.

- Parcel 19, DLH Partnership: The EDDA identified one 500-gallon diesel and one 138-gallon kerosene AST located on concrete without secondary containment. Due to the lack of secondary containment, these ASTs are considered RECs. No environmental liens, HRECs or CRECs were identified. Recommendations for further study on Parcel 19 are the same as listed for Parcel 15, excluding the UST confirmation.
- Parcel 20, Triple M, LLC: The EDDA did not identify environmental liens, RECs, HRECs, or CRECs at the site. No further analysis was recommended.
- Parcel 21, Triple M., LLC: The EDDA did not identify environmental liens, RECs, HRECs, or CRECs at the site. No further analysis was recommended.
- Parcel 22, Triple M, LLC: The EDDA did not identify environmental liens, RECs, HRECs, or CRECs at the site. No further analysis was recommended.

It should be noted that Airport Improvement Program (AIP) federal funding cannot be used to provide remediation of sites unless those costs are reflected in the acquisition price. Any recommended further study is to be conducted during land acquisition negotiations as a follow on project and is not included in the scope of work for this EA.

Historical, Architectural, Archeological and Cultural Resources: A Phase 1 Cultural Resources survey was completed in June 2008 as part of the 2009 EA effort. In December 2008 a Phase II evaluation was conducted for three resources recommended as potentially eligible for the National Register of Historic Places (NRHP): the Houck House (CARR-1696); the Lawyer House (CARR-1697); and Saint Benjamin's Lutheran Church (CARR-172). Of these, the Houck House and St. Benjamin's Lutheran Church were found to be eligible for listing. However, none of these would have been impacted by the Proposed Action in the 2009 EA, including no visual impacts to the resources. Updated coordination with the MHT reflecting the 2016 study area was conducted during the Supplemental EA. In March 2016, MHT confirmed that there would be *no impacts to historic or archaeological resources as a result of the Proposed Action* (see Appendix D).

Land Use: The Proposed Action from the 2009 EA would have required approximately 101-acres of fee-simple land acquisition for development (construction of the replacement runway and the realignment of Meadow Branch Road) and RPZ control; and approximately 33-acres of aviation easement acquisition for obstruction removal. The land acquisition would have required the relocation of three residences and three businesses. These are: C.J. Miller, LLC hot-mix asphalt plant; TRW Enterprises, Inc. /Wisner Residence; a County-owned residence; and the Hog farm operation/Osborne Residence.

The 2018 Proposed Action would require approximately 185-acres of fee simple acquisition and



approximately 312-acres of aviation easement acquisition. The increased aviation easement acquisition is largely due to updated obstruction data and proposed easement acquisition along parcel boundaries, instead of the acquisition of only a partial parcel; and, the acquisition/condemnation of the full Osborne parcel. The land acquisition would require the relocation of three residences and two businesses (the hog farm on the Osborne parcel is no longer proposed to be relocated); in addition, the northeast corner of the proposed RPZ associated with the 5,500-foot proposed runway length encroaches approximately 125-feet further onto the Lawless (formerly Connolly) property (Parcel 5 on the attached Figure 2) and may require the relocation of a swimming pool.

The residences to be relocated per the 2018 Proposed Action are the Wisner residence (Tax Parcel ID 30-394, Parcel 3 on Figure 2), a County-owned residence (Tax Parcel ID 30/545, Parcel 8 on Figure 2) and the Osborne residence (Tax Parcel ID 30/573, Parcel 6 on Figure 2). The Wisner and County-owned residences will be within the proposed Runway 16 RPZ; the Osborne residence will be within the Ultimate Runway 16 RPZ and is being acquired based on the recommendations by MALPF, the state agency which holds perpetual agricultural easement on this parcel (see Section V, Farmlands). The businesses to be removed or relocated are TRW Enterprises, Inc., which provides trucking and landscaping services and which is located on the Wisner parcel, and C.J. Miller, LLC hot-mix asphalt plant.

The 2009 EA discussed relocation possibilities for both of these businesses. TRW Enterprises, Inc. serves Carroll County and the surrounding area, including Howard and Baltimore counties. Consequently, the business should be relocated within its current customer service area. The owner has discussed the possibility of relocating to an existing county property; however no specific location has been selected. C.J. Miller, LLC is a hot mix asphalt manufacturing plant specializing in excavation and paving. Several potential relocation sites, all zoned industrial, were considered during the 2009 EA, when it was assumed that the business would be relocated after County purchase of the parcel (see Figure 10). However, on September 12, 2017, the County met with the Miller family to extend an offer to purchase this property. At that time, the Miller family clearly stated its intention to sell the property and plant equipment without relocating the Westminster business to another site. This intent of the property owner has been maintained through succeeding meetings including during an on-site equipment appraisal survey held on January 24, 2018.

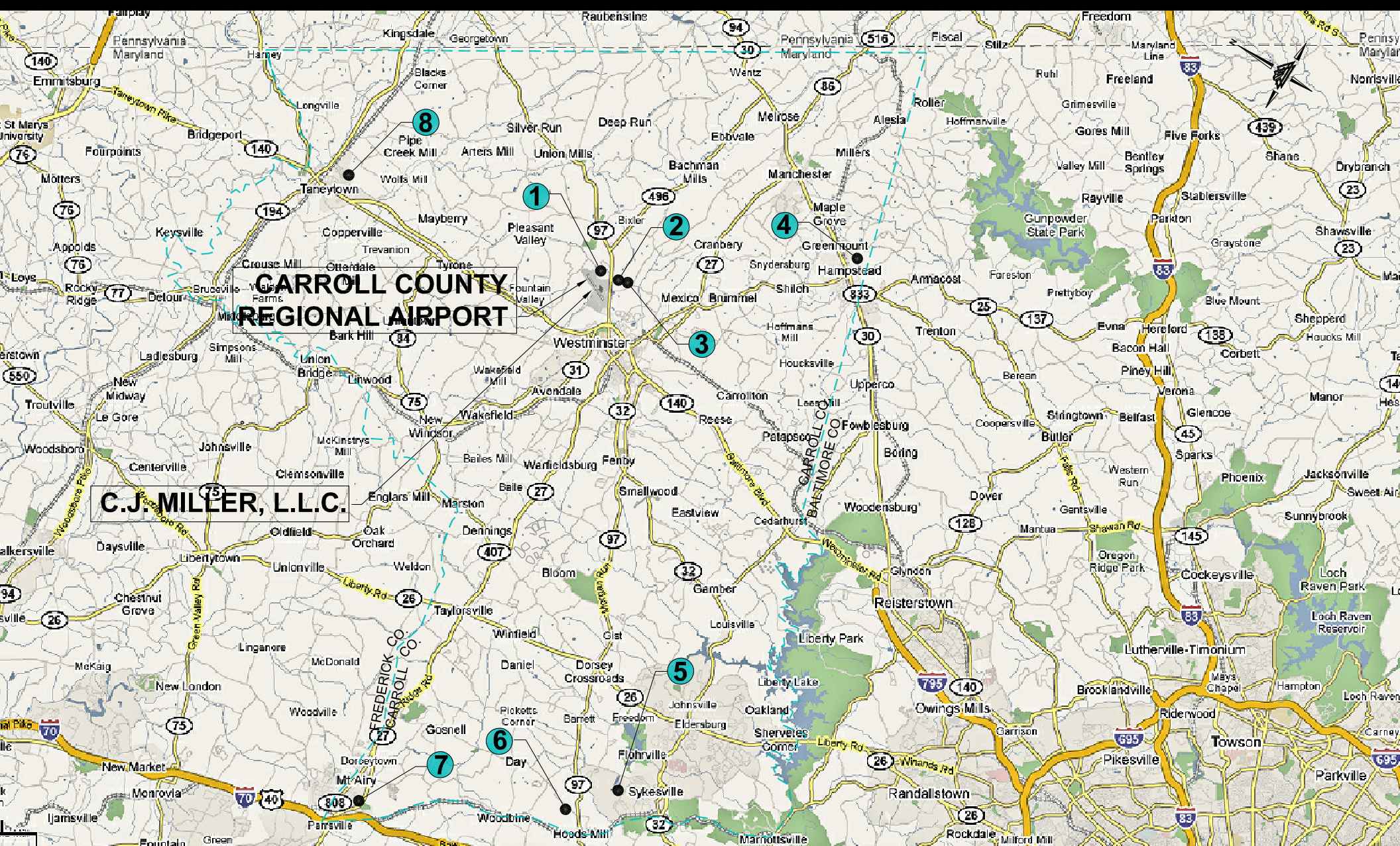
The 2009 EA/FONSI concluded that no significant impact to compatible land use is expected as a result of the proposed project. The amount of proposed property interest acquisition has increased; however, the acquisition of these parcels is in line with the existing land uses on and in the vicinity of airport property. Further, the 2018 Proposed Action requires the relocation of one less business than the 2009 Proposed Action, as the hog farm operation on the Osborne parcel would remain on the parcel. The proposed acquisition/condemnation of the entire 80± acre Osborne parcel would allow the County to mitigate existing and future tree obstructions, and ensure the absence of non-compatible land uses within the RPZ, which would increase land use compatibility around the airport.



The proposed obstruction removal on this parcel is not anticipated to cause land use incompatibilities; rather, the removal of obstructions to airspace on parcels surrounding the airport improves land use compatibility. The agricultural preservation easement over this parcel does place restrictions on subdivision of the property. See the record of written coordination between the County and MALPF in Appendix G, which has resulted in the inclusion of the acquisition/condemnation of the Osborne parcel in its entirety in the Proposed Action. While the agricultural easement would no longer apply to the Osborne parcel after acquisition/condemnation, the use of the parcel would not change. The Proposed Action in Phase One does not involve construction on the Osborne parcel, and the parcel would remain in a condition appropriate for agricultural use.

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 acquisitions and relocations. Construction impacts are not anticipated to impact incompatible land uses, as construction would take place on existing or the newly acquired parcels in the Proposed Action, and no “sensitive” (i.e., residential) land uses are in the immediate vicinity of proposed construction. ***No adverse land use impacts are anticipated as a result of the Proposed Action.***





C.J. MILLER, L.L.C.

CARROLL COUNTY REGIONAL AIRPORT

- | | | |
|---|--|---|
| <p>LEGEND</p> <ul style="list-style-type: none"> 1. CC AIR BUSINESS CENTER 2. WESTMINSTER INDUSTRIAL PARK 3. WEST BRANCH TRADE CENTER 4. HAMPSTEAD INDUSTRIAL PARK | <ul style="list-style-type: none"> 5. WARFIELD COMPLEX 6. HOODS MILL LANDFILL SITE 7. TWINRIDGE INDUSTRIAL PARK 8. TANEYTOWN INDUSTRIAL PARK | <p>SOURCE(S)</p> <ul style="list-style-type: none"> - GOOGLE MAPS (2009) - C.J. MILLER, L.L.C. - CARROLL COUNTY, MARYLAND - DEPARTMENT OF ECONOMIC DEVELOPMENT - CARROLL COUNTY MARYLAND ENTERPRISE GIS (COUNTY LINES ARE APPROXIMATE) |
|---|--|---|

NOTE: ALL POTENTIAL SITES ARE CURRENTLY ZONED INDUSTRIAL.

Figure 10, Potential Relocation Sites for C.J. Miller, LLC (from 2009 EA)

Carroll County Regional Airport
Supplemental Environmental Assessment



Natural Resources and Energy Supply: The 2009 EA/FONSI concluded that there would be no impacts to Natural Resources and Energy Supply as a result of the Proposed Action. The proposed Phase One development (including proposed runway length and number of hangar buildings) is significantly less than what was proposed in 2009. There would be a demand for natural resources and energy during construction of the project, including for fuel, water, and electricity; however, the proposed development is not anticipated to exceed available or future supplies of these resources. As the existing runway and taxiway would be demolished after the replacement runway and taxiway are constructed, no appreciable increase in electricity is anticipated from the proposed development. ***No adverse impacts to natural resources and energy supply are anticipated as a result of the Proposed Action.***

Noise and Noise-Compatible Land Use: The 2009 EA/FONSI concluded that there would be no noise impacts from the Proposed Action. Noise contours were generated during the 2015 MPU based on the updated forecast data and proposed replacement runway length. The 65 DNL noise contour for the Future Build Scenario (2033) extends slightly off airport property to the west of the proposed runway, over an area of industrial land use (see Figure 11). There are no residences or incompatible land uses within the future (2033) 65 DNL noise contour.

As with any construction project, temporary impacts to noise levels are to be expected. However, the nuisance would last only as long as construction occurs (no long term/permanent impacts are anticipated). ***No adverse noise impacts are anticipated as a result of the Proposed Action.***



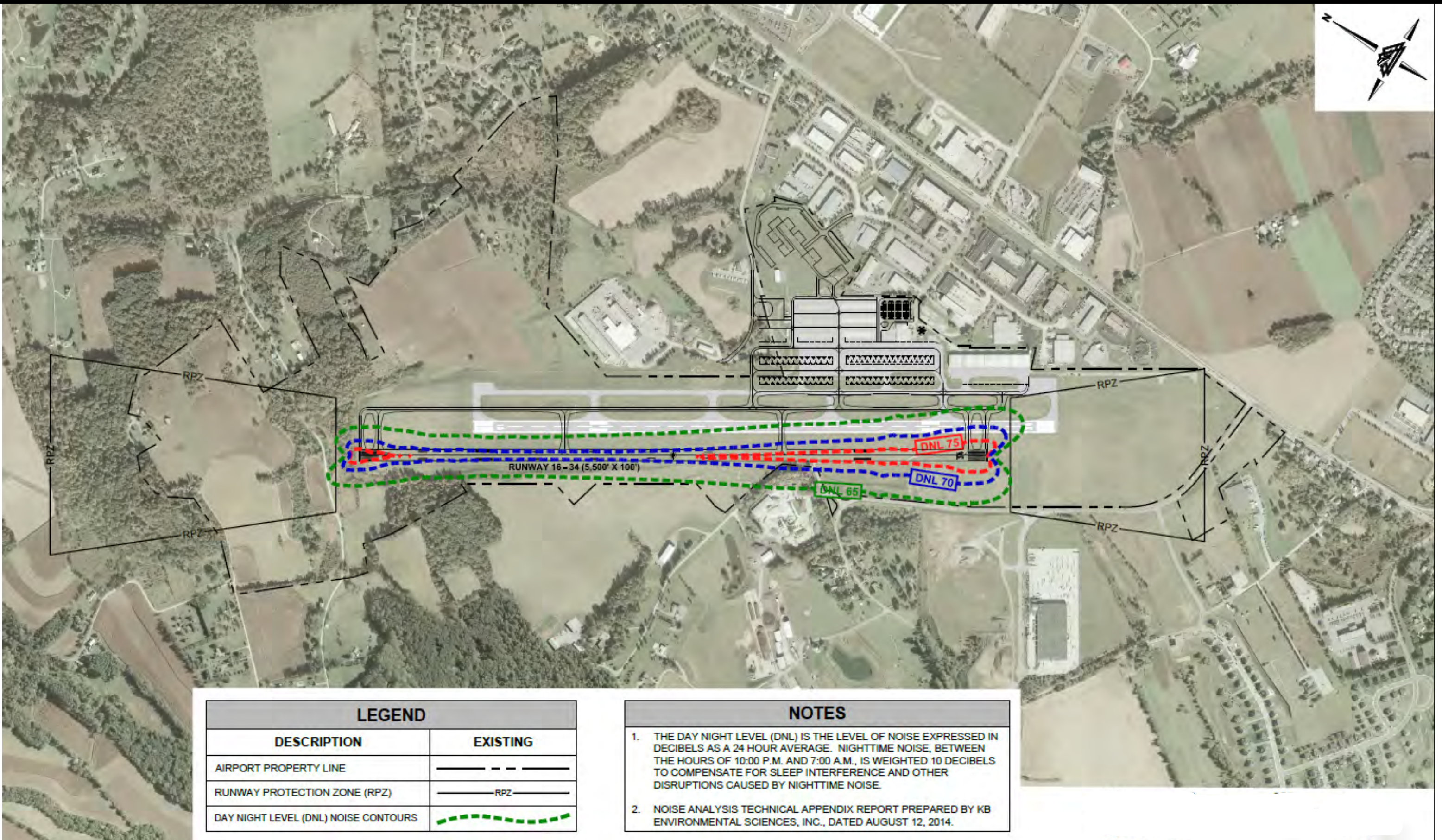


Figure 11, Future Noise Contours (2033) from 2015 MPU
 Carroll County Regional Airport
 Supplemental Environmental Assessment

Socioeconomics, Environmental Justice, and Children's Health and Safety Risks: The 2009 EA/FONSI concluded that there would be no socioeconomic impacts or impacts to environmental justice communities or children's health and safety as a result of the Proposed Action. The 2018 Proposed Action includes the acquisition of approximately 312-acres of avigation easements and 185-acres of fee simple land. As described previously, the land acquisition would require the relocation of three residences and two businesses. Provisions of the Uniform Act would be met for each acquisition and relocation. Informational meetings for affected property owners and public open house were held during the 2009 EA. A property owner briefing was also held on April 18, 2016 as part of the Supplemental EA effort, to inform impacted property owners of the Proposed Action and to provide an opportunity to ask questions and receive direct verbal responses from the County (see Appendix F for meeting materials and attendance). The majority of questions posed by the attendees related to project schedule, and the next phase of the County program, land acquisition. One property owner requested a private meeting with the County and Consultant after the briefing.

The Wisner residence is proposed to be relocated and is owned by Thomas and Melanie Wisner, according to Carroll County online property records. The County-owned residence is currently being rented on a month-to-month basis. The renter occupant would be relocated. The Osborne residence is owned by Steven Osborne and Kathleen O'Connor. The relocation of three households within the County is not anticipated to significantly impact the neighborhood or stress the number of available housing units in the area.

The businesses to be removed or relocated are TRW Enterprises, Inc., which provides trucking and landscaping services and which is located on the Wisner parcel, and C.J. Miller, LLC hot-mix asphalt plant. According to the 2009 EA, the number of employees of TRW Enterprises, Inc. is seasonal and dependent on the local economy, and ranges from one employee to 20. The 2009 EA states that the C.J. Miller plant in Westminster employs three people. As these businesses were proposed to be relocated to a nearby location, the 2009 EA concludes that it is not anticipated that any jobs would be lost, and that the relocation of these two businesses is not anticipated to cause severe economic hardship on the surrounding community. On September 12, 2017, the County met with the Miller family to extend an offer to purchase the asphalt plant property. The Miller family stated during the meeting that its intention is to sell the property and plant equipment with no intention of relocation to another site. The loss of jobs as a result of the proposed closure of this private business is not anticipated to significantly impact the economy of the surrounding community.

According to the Environmental Protection Agency (EPA) EJScreen online mapper, which uses data from the 2010 U.S. Census, only 12% of the population living within one mile of the runway is minority and 26% of the population is under the age of 18. Ninety-four percent of households have an income of \$25,000 or more (\$24,300 is the poverty threshold for a family of four, according to 2016 U.S. Department of Health and Human Services Poverty Guidelines). Therefore it is reasonable to assume that the Proposed Action would not have a disproportionate impact on minority and low-income communities, or lead to a disproportionate health or safety risk to children.



Further, FAA Order 1050.1F Desk Reference states, “When the FAA determines that a project has significant impacts in any environmental impact category, the potential for disproportionately high and adverse effects on minority or low-income populations must be examined pursuant to DOT Order 5610.2(a).” As no significant impacts which cannot be mitigated are anticipated as a result of the Proposed Action, no disproportionate impacts to minority populations or children are anticipated.

As with any construction project, temporary impacts to traffic are to be expected. However, the nuisance would last only as long as construction occurs. Traffic as a result of construction is not anticipated to substantially reduce the levels of service of roads serving the Airport and surrounding community. Construction associated with the relocation of Meadow Branch Road and the reconfiguration of Pinch Valley Road is anticipated to last one construction season, approximately 180 days. During the final design of the project, phasing and traffic impacts are to be confirmed. Meadow Branch Road could be closed for the full construction duration, causing drivers to seek alternate routes while construction is ongoing, or traffic could be maintained on the existing Meadow Branch Road alignment during construction of the new alignment (which would likely be more expensive).

Pinch Valley Road is to be terminated into cul-de-sacs east and west of airport property. Coordination with the County during the 2009 EA clarified that, while connectivity would be lost, postal carriers and school buses do not use the entirety of the road and are not anticipated to be impacted. According to this previous coordination, name change for one end of the road would be required, as well as changing the addresses of homes in the area, would be required to ensure that emergency response teams remain effective on both cul-de-sacs. The location of the cul de sacs as shown in the Proposed Action would allow residents to reach their homes as usual from Pinch Valley Road; the portion of the road to be abandoned does not lead to residences. East-west connectivity is still achieved on the adjacent Indian Valley Trail to Pleasant Valley Road. While drive times for east-west connectivity would increase, no substantial increase is anticipated. ***No adverse socioeconomic, environmental justice impacts, or disproportionate impacts to children are anticipated as a result of the Proposed Action.***

Visual Effects: According to the FAA 1050.1F Desk Reference, visual effects include light impacts that create annoyance or interfere with activities, or contrast with or detract from the visual character of the existing environment. The 2009 EA/FONSI concluded that there would be no visual or lighting impacts as a result of the Proposed Action. The Proposed Action would be located largely on an existing, operating airport and the proposed projects are in line with the existing use and character of the Airport. There are scattered, low-density residential (light-sensitive) uses located in the vicinity of the airport; however, these residences already are situated near an operating airport with existing lighting. ***No significant visual effects are anticipated as a result of the Proposed Action.***

Water Resources- Wetlands: A wetlands delineation was conducted during the 2009 EA which identified approximately 15 total acres of wetlands and eight streams; according to the 2009 EA/FONSI, the Proposed Action would have impacted five acres of wetlands due to grading and construction of the replacement runway, as well as grading associated with the ROFA and RSA.



A wetlands survey was conducted as part of this Supplemental EA effort on an approximately 835-acre study area. The survey identified approximately 16.8 acres of wetlands and 25 streams. Largely, many of the wetlands delineated in 2008 as part of the 2009 EA remain unchanged since 2017. In some instances, landowners did not grant permission to access their properties. In such instances, environmental conditions regarding the presence of wetlands/streams and biotic resources were based on previously collected data, remotely sense data, and/or visual investigations of the property from beyond the parcel boundaries. Properties to which landowners prohibited access are indicated on Figure 6 (“Areas of Cursory Investigation”). A field visit with the USACE was conducted on September 23, 2016 to confirm the wetland boundaries. The USACE did not make any changes to the stream or wetland boundaries (see written agency coordination in Appendix C). A Jurisdictional Determination (JD) was applied for, and is anticipated during the design phase.¹

A Preliminary Engineering effort was conducted in support of the revised Proposed Action (see Appendix H). The report concludes that the 2018 Proposed Action would impact approximately 4.11 acres of wetlands due to grading, and approximately 3,660 linear feet of streams (see Figure 7). All impacts are the result of replacement runway grading. The 2009 EA states that prior to land disturbing activities, permit applications would be submitted to the USACE and MDE for coordination and approval, and lists purchasing credits into an existing wetland bank or the creation of new wetlands as possible mitigation measures.

¹ USACE (Mary Frazier) estimated that the JD basis sheets would be reviewed/confirmed in late November 2016; on March 8, 2017, USACE confirmed that it has not yet reviewed the basis sheets due to workload and suggested that the most efficient solution could be to wait until the permitting phase (see Appendix C).



Figure 12, Estimated Wetland Impacts

Wetland Designator	Wetland Type			Total Wetland Acres	Wetland Impacts, Acres	Bog Turtle Habitat Impacted
	PEM	PSS	PFO			
2009-09	1.23±	2.05±	0.82±	4.09±	3.54±	0.79± ac.
2009-10	0.06±	0.05±	0.20±	0.30±	0.30±	NO
2009-11	0.27±	0.00±	0.00±	0.27±	0.27±	NO
Total Acres by Type	1.56	2.09	1.01	4.66±	4.11±	

PEM = Palustrine Emergent; PSS= Palustrine Scrub-Shrub; PFO = Palustrine Forested

During the design and permit process, wetlands mitigation will occur as the Sponsor addresses 404(b) 1 guidelines- avoidance, minimization, and compensation. For wetland impacts under ½ acre, a general permit would apply. Wetland impacts above ½ acre (as for this project) will likely require an individual permit. Due to the amount of estimated wetland impacts (4.11 ± acres), the project would be regulated by the USACE.

According to the USACE Regulatory In-Lieu Fee and Bank Information Tracking System (RIBITS), there are no wetland banks in Carroll County or in the vicinity. A phone conversation between Delta and Josh Tirella of MDE confirms this². Other options in Maryland for wetland mitigation include paying into the state’s non-tidal wetland compensation fund (in-lieu of fee program), and permittee responsible mitigation, in which the County selects a suitable mitigation site and creates new wetlands. The USACE and MDE would approve the selected site before construction of new wetland would occur.

The replacement ratio for emergent wetlands is 1:1, meaning that for each acre of wetland impact, one acre of mitigation is required. The replacement ratio for scrub-shrub or forested wetlands is 2:1. The wetlands anticipated to be impacted are broken down by type in Figure 12. While there are approximately 4.11 acres of wetland impacts anticipated as a result of the Proposed Action, applying current replacement ratios produces a mitigation amount of approximately 6.8 acres.

According to MDE, above a 1:1 replacement ratio, the County has the option to fulfill the remaining mitigation through enhancement or preservation. Enhancement and preservation sites can be identified on the state’s Watershed Resource Registry (www.watershedresourceregistry.com). As of November 2016, there are numerous wetland restoration sites available to DMW, some of the closest being Prettyboy Reservoir-Gunpowder Falls (approximately eight miles from DMW) and Morgan Run-Liberty Lake (approximately seven miles from DMW).

According to MDE, USACE currently does not accept the state’s in-lieu of fee program for federal regulation requirements; however, MDE, is actively working to obtain USACE approval

² Phone conversation between Delta (Mary Ashburn Pearson) and MDE (Josh Tirella) on 11/10/2016 at 1:30pm



of this program. For the western shore, one credit (one acre) could cost up to \$125,000. Therefore, by the time the design and permitting phase begins (anticipated 2019), the County could have two options for wetland mitigation- in-lieu of fee and permittee responsible mitigation.

The draft Joint Permit Application (JPA) prepared during this Supplemental EA project (see Appendix C) is to be finalized and submitted to MDE during the design and permitting phase (anticipated 2019) and is to include a Phase 1 mitigation plan. It is recommended that the County hold a pre-application meeting with USACE and MDE before design begins to confirm the preferred mitigation method.

According to MDE, mitigation for stream impacts would be required by USACE, but not by MDE.³ This was confirmed by Nick Ozburn of USACE.⁴ Options for mitigating stream impacts include stream restoration or paying into a bank. No bank exists in the vicinity of DMW; therefore the likely method of mitigation for stream impacts is to be stream restoration. Stream restoration fees vary by project; for rough cost estimation purposes, \$800/LF is assumed based on a conversation between Delta and Nick Ozburn of USACE on January 11, 2017. The stream restoration process is similar to the permittee responsible mitigation process for wetlands, described above, in which the County selects a suitable stream mitigation site for restoration. The permitting agencies would approve the selected site before restoration occurs. If the stream to be restored is located in the same watershed as the Airport project, the mitigation ratio would be 1:1 (one linear foot of restoration per linear foot of impact). If the stream to be restored is located outside of the watershed, the mitigation ratio could increase; this mitigation ratio would be determined by the USACE during the permitting process. The restoration site would be determined during the permitting process in conjunction with USACE; the www.watershedresourcesregistry.com website does not list suitable sites for stream restoration.³ One option could be Bear Branch Nature Center, a County-owned property north of the Airport.

Water Resources-Floodplains: When the 2009 EA was prepared, a detailed FEMA flood map was not available for the airport and surrounding areas; as a result, the 2009 EA stated that a floodplain study would be completed during the design phase of the project to comply with the Carroll County Floodplain Management Manual. FEMA published a flood map of these areas in October 2015; therefore, a floodplain study during the design phase is no longer necessary. While floodplains are present on two off-airport parcels within the study area (Parcel 8, Osborne and Parcel 38, Bish) no construction or land disturbance, including tree removal, is proposed for these areas (see Figure 13). ***No impact to floodplains is anticipated as a result of the Proposed Action.***

Water Resources-Surface Waters: The Proposed Action involves the construction of a longer, replacement runway with associated taxiway and facilities, and would result in a new increase of impervious surface in the project area. The 2009 EA included a Water Quality Assessment which examined the potential impacts to surface and ground water from the short-term impacts of construction, as well as the long-term impacts of maintenance and operational activities, among

³ Phone conversation between Delta (Mary A. Pearson) and Nick Ozburn (USACE Baltimore District office), 1/5/2017 at 4:30pm



other items. The 2009 EA concluded that, with the implementation of BMPs such as proper erosion control, re-stabilization, and adherence to the NPDES permit, no significant impacts to surface and groundwater are anticipated. The preliminary engineering effort conducted during this Supplemental EA (see Appendix H) has designed the project 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 MDE's Maryland Stormwater Handbook. In addition, impacts to water quality from construction are to be mitigated by the Sponsor's proposed adherence to applicable 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." ***No adverse impact to surface waters is anticipated as a result of the Proposed Action.***

Water Resources-Groundwater: Groundwater is subsurface water that occupies the space between sand, clay and rock formations. The Proposed Action involves the construction of a longer, replacement runway with associated taxiway and facilities, and would result in a new increase of impervious surface in the project area. Impervious surface can prevent surface water from seeping into the ground. The 2009 EA included a Water Quality Assessment which examined the potential impacts to surface and ground water from the short-term impacts of construction, as well as the long-term impacts of maintenance and operational activities, among other items. The 2009 EA concluded that, with the implementation of BMPs such as proper erosion control, re-stabilization, and adherence to the NPDES permit, no significant impacts to surface and groundwater are anticipated. ***No adverse impact to groundwater is anticipated as a result of the Proposed Action.***

Water Resources-Wild and Scenic Rivers: There are no federally-designated Wild and Scenic rivers in Maryland. The Monocacy River is designated as a state Scenic and Wild River and follows the far west border of Carroll County, but is not in the vicinity of the Airport or the study area. ***No impacts to Wild and Scenic rivers are anticipated as a result of the Proposed Action.***



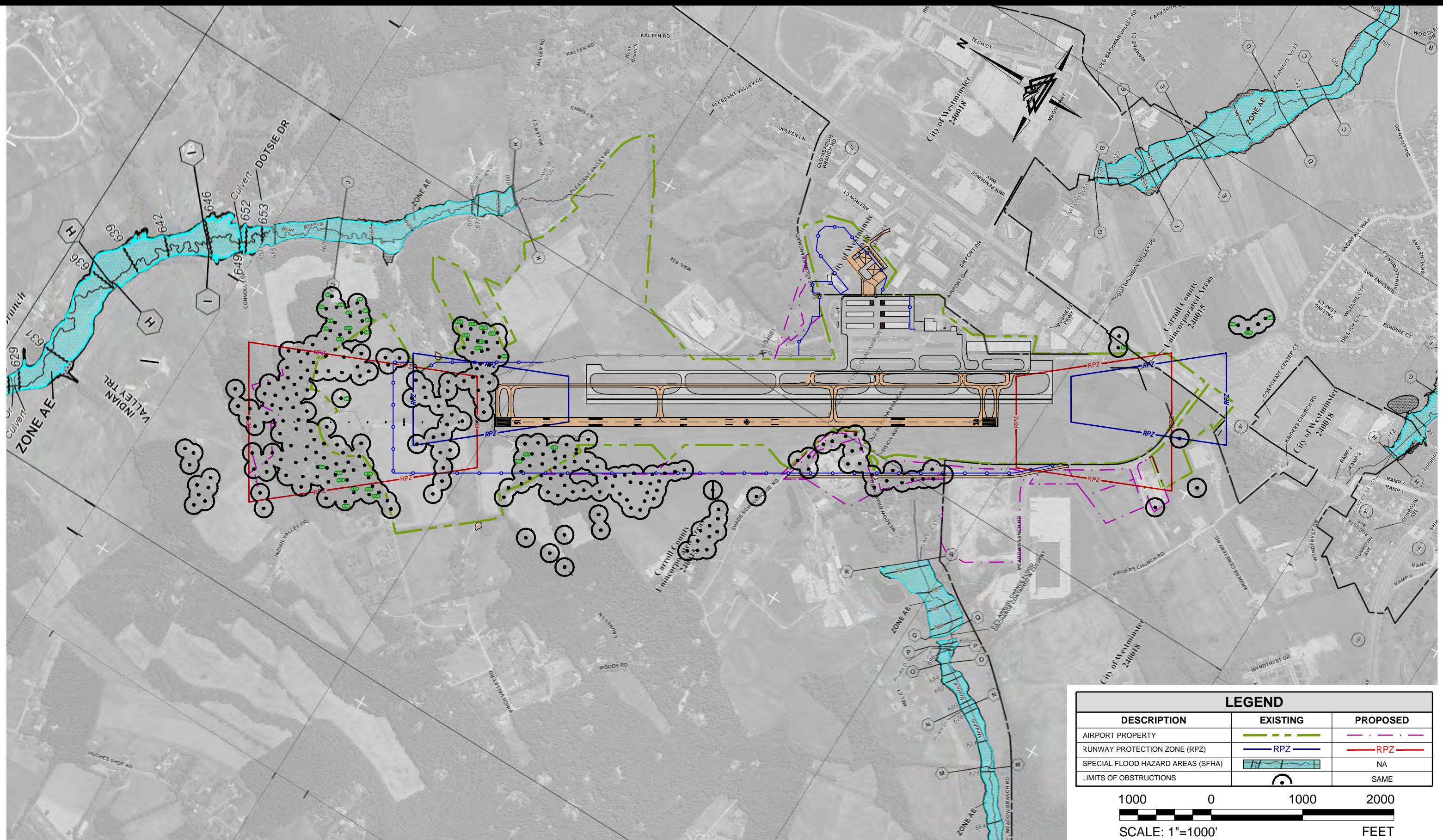


Figure 13, FEMA Floodplains
 Carroll County Regional Airport
 Supplemental Environmental Assessment

Cumulative Impacts: According to FAA Order 1050.1F, cumulative impacts can be viewed as the total combined impacts on the environment of the Proposed Action and other known or reasonably foreseeable actions. Past (previous three years- data from FAA grant records) and reasonably foreseeable (five years- data from Airport's Capital Improvement Plan) projects are listed and discussed below:

Airport Projects

2013: Update Airport Master Plan Study

2014: no AIP grants awarded

2015: Conduct Environmental Study

2016: no AIP grants awarded

2017: Construct Runway, Phase 1- Preliminary Design (Funding and Phasing Study)
Supplemental Environmental Assessment Reimbursement
2015 Master Plan Update Reimbursement
Construct 2 Corporate Hangars and Auto Parking (Design and Construction)

2018: Construct Runway, Phase 2- Acquire Land

2019: Construct Runway, Phase 2- Acquire Land (second phase)
Construct Runway, Phase 3- Relocate Meadowbranch Road (Design)
Construct Runway, Phase 4- Runway (Design)

2020: Construct Runway, Phase 4- Runway (Design) - (second phase)
Construct Runway, Phase 5- Relocate Meadowbranch Road (Construction)
Construct Runway, Phase 6- Runway, Parallel Taxiway (Design)

2021: Construct Runway, Phase 7- Runway, Parallel Taxiway (Design)
Construct Runway, Phase 8- Runway (Construction)

With the exception of the 2015 Master Plan Update, the previous and reasonably foreseeable projects are directly related to the Proposed Action in this Supplemental EA. Therefore no cumulative impacts from other, unrelated projects are anticipated.

Local Projects

The 2014 Carroll County Comprehensive Plan does not depict projects in the vicinity of the Airport which may impact airport operations or contribute to cumulative impacts. The County was contacted regarding knowledge of any local projects in the immediate airport vicinity but no specific, planned projects were identified.



Public Participation

The draft Supplemental EA was made available in both digital and hard copy form for a public review and comment period from March 16, 2018 through April 20, 2018. No public comments were received. Review agency comments received are included in Appendix F. In addition, one invite-only property owner briefing was held for affected property owners to inform them of the project and directly answer questions. The briefing was held on April 18, 2016; an attendance log and other supporting documents are included in Appendix F.



VI. Document Preparation

The individuals who were primarily responsible for the preparation of this Supplemental EA are listed below, together with their qualifications.

Carroll County Regional Airport

- Joe McKelvey- Airport Manager (2008-present)

Delta Airport Consultants, Inc.

- Mary Ashburn Pearson, AICP- Project Manager- responsible for overall document preparation, environmental agency and sub consultant coordination, and public participation
- Roy Lewis, AICP- Vice President, Planning- responsible for project oversight
- Delta Airport Consultants, Inc. – Technical support

RETTEW Associates, Inc. – Conducted wetlands delineation and agency coordination; Environmental and Threatened Species investigation and agency coordination; and Phase 1 Bog Turtle Habitat survey and agency coordination



VII. Updated Preliminary Engineering Report

The preliminary engineering report associated with the 2009 EA was revised to reflect the new (2018) Proposed Action. The revised report is included as Appendix H.

