

Final

Environmental Impact Statement

for the

O'Brien Road Access Modernization
Fort George G. Meade, Maryland

Volume II - Appendices A-E

February 2024



US Army Corps
of Engineers
Baltimore District



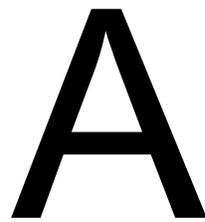
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A

Finding of No Practicable
Alternative (FONPA)

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DEPARTMENT OF DEFENSE
UNITED STATES ARMY
FINDING OF NO PRACTICABLE ALTERNATIVE
FOR THE O'BRIEN ROAD ACCESS MODERNIZATION PROJECT
AT FORT MEADE, MARYLAND

1. Introduction

An Environmental Impact Statement (EIS) has been prepared to address the proposal by the Department of Defense (DoD) for implementation of the O'Brien Road Access Modernization (ORAM) project, which consists of the renovation and upgrade of the inspection and access facilities for both the National Security Agency (NSA) campus and Fort George G. Meade (Fort Meade) Garrison, Maryland.

To support mission requirements, DoD proposes to complete infrastructure improvements including reconstructing and upgrade of vehicle inspection and access facilities at NSA campus and Fort Meade Garrison. The proposed improvements are referred to as the ORAM project. The purpose of the Proposed Action is to construct facilities and infrastructure to allow for increased capacity for required security processing of traffic and deliveries entering Fort Meade and the NSA campus. The need for the proposed project is to address inefficiencies with current infrastructure and capacity issues. Mission growth at both NSA and Fort Meade, along with major construction projects have generated changes in Fort Meade traffic distribution, resulting in extensive delays for inspection and access. The configuration and requirements for entry to the existing Vehicle Cargo Inspection Facility (VCIF), Vehicle Control Point 5 (VCP5), and associated security infrastructure can create extensive vehicle queues during peak hours, which can further cause security concerns if a vehicle is rejected and must be escorted by security through the existing traffic lanes. The existing configuration does not meet current security standards.

Wetlands have been identified in the Proposed Action area. Executive Order (EO) 11990, *Protection of Wetlands*, requires that each federal agency, to the extent permitted by law, "shall avoid undertaking or providing assistance for new construction located in wetlands unless the head of the agency finds: (1) that there is no practical alternative to such construction and (2) that the Proposed Action includes all practicable measures to minimize harm to wetlands which may result from such use." The term "wetlands" means "those areas that are inundated by surface or groundwater with a frequency sufficient to support and under normal circumstances does or would support a prevalence of vegetative or aquatic life that requires saturated or seasonally saturated soil conditions for growth and reproduction."

Because wetlands or associated wetland buffers within the proposed project area would be impacted, consultation with the United States (U.S.) Army Corps of Engineers (USACE) Baltimore District Regulatory Division and Maryland Department of the Environment (MDE) would be required upon final design and construction. Wetlands would be avoided to the extent practicable, with impacts minimized through the use of buffers during construction as well as culverts incorporated into project design and construction. Wetlands and Waters of the U.S. (WOTUS) impacts that cannot be avoided would require permitting under Section 404 of the Clean Water Act (CWA), which would identify any mitigation required to address impacts. Mitigation options include wetland restoration, enhancement, or creation on or off site; banking; and credits. The mitigation strategy selected for the Proposed Action would be determined by the final design and level of wetland impacts. Depending on permit requirements and opportunities, on-site

mitigation at Fort Meade would be desirable, but off site or purchased mitigation credits would also be considered. The final determination would be made during the design process, as impacts become more defined, and during the permit process. All mitigation measures would follow the hierarchy outlined in the 2008 USACE Compensatory Mitigation Rule. A Nontidal Wetlands Protection Program permit would also be obtained from MDE.

Due to existing site configuration, including the existing transportation corridor, the proposed impacts associated with each construction alternative of the ORAM project would impact wetlands or associated wetland buffers. If the Proposed Action is not implemented, the No Action Alternative would result in continuing traffic congestion and decreased operational efficiency at the NSA and Fort Meade Mapes Road and O'Brien Road entrances.

This draft Finding of No Practicable Alternative (FONPA) finding is being made available for public review and comment for 45 days. It is being published as part of the Draft EIS for the ORAM project.

2. Proposed Action

The DoD proposes to implement the ORAM project, which would entail renovation and upgrade of inspection facilities, upgrade of access facilities, and corresponding roadway improvements for Mapes, O'Brien, Perimeter, and Venona Roads on Fort Meade. The location of potential impacts associated with the Proposed Action are identified as the ORAM project area, as shown in **Figure 1**.

The Proposed Action would consist of:

- Construction of a new VCP5 along O'Brien Road
- Construction of a new VCIF with adjacent Visitor Control Center
- Construction of a new Mail Screening Facility (MSF) adjacent to the VCIF
- Reconfiguration of the Mapes Road ACF
- Roadway improvement to provide enhanced routing and separation of traffic between NSA and Fort Meade entering from MDs 32 and 198
- Demolition of the existing VCP5, VCIF, MSF, and Mapes Road ACF
- Associated infrastructure, including sidewalks, inspection canopies, dog kennels, surface parking areas, stormwater management facilities, and utilities

The existing VCIF facility, which is equipped with a shade structure and guard house, has two inspection lanes that enter from Perimeter Road to the south. A limited pull-off area is available for vehicles awaiting driver visitor badges. Once vehicles pass inspection at the VCIF, passenger cars can use the Visitor Control Center parking lot, and commercial vehicles can park in the paved area to the north of the VCIF inspection canopy. In addition to the shade structure and guard house, a police K9 unit kennel is part of the VCIF complex and located to the north of the parking area. The new VCIF complex would be composed of several small structures and associated infrastructure, including a new covered inspection building with four inspection lanes; shade canopies for 20 police K9 unit vehicles; new police K9 unit kennel with concrete foundation and fenced-in yard for 30 working dogs; and supporting administration, gatehouse, search/inspection office, and overwatch. The new VCIF complex would include sheltered parking and substantially increase processing space.

After passing through the VCIF, drivers and their passengers are required to go through the Visitor Control Center to acquire a visitor pass. The existing Visitor Control Center is approximately 2,800 square feet and provides a small waiting area, a security desk for checking IDs and issuing visitor passes, a fingerprint area, and restrooms. The administrative areas include counter space and limited supporting office space composed of cubicles and one enclosed staff office. The Visitor Control Center needs to be accessible from both the parking lot and VCIF. The new Visitor Control Center, which would be adjacent to the proposed VCIF, would cover approximately 5,000 square feet. The new parking lot would provide approximately 35 parking spaces and an exit lane, which would provide entry into the NSA campus or egress to Fort Meade Garrison.

The existing VCP5 is located along O'Brien Road and configured with two entry lanes and one exit lane. During peak hours, both entry lanes can be used; however, if a car is stopped, that entry lane is closed and the other is used for continued progress. A rejection turn-around lane is located west of VCP5. VCP5 currently does not allow pedestrian access along O'Brien Road through this facility. The new VCP5 would include four inspection lanes, a rejection lane, four police officer booths, Americans with Disabilities Act-compliant pedestrian sally port and bicycle access, and access control barriers. Two inbound lanes approaching VCP5 would split into four inspection lanes through the inspection booths and merge back into two lanes following inspection.

In addition to construction of the new VCIF and VCP5, the Proposed Action would include roadway reconfiguration in support of vehicle and personnel processing, including improved routing and separation of NSA traffic from Fort Meade traffic. Privately owned vehicles (POVs) would be able to access VCP5 without having to go through the Mapes Road ACF. The ACF would be relocated and reconfigured for entrance into the Garrison portion of Fort Meade to accommodate the roadway improvements. Construction would also include associated infrastructure, such as sidewalks; parking for building occupants; access roads; and utilities. All roadways and facility construction would incorporate required Environmental Site Design (ESD) stormwater management facilities as required by federal and state requirements. Site preparation for the Proposed Action would include demolition and replacement of the existing structures, including VCP5, VCIF, MSF, and Mapes Road ACF, as well as infrastructure in the area, such as utilities and parking areas.

The Proposed Action would separate NSA and Fort Meade traffic to alleviate traffic congestion. Delivery inspections would be relocated to a site to the east of O'Brien Road, farther away from primary operation areas to minimize potential security risks. This inspection location would also provide direct access for delivery of approved materials to each campus. Delivery vehicles would still be adjacent to workforce traffic, and congestion would be mitigated through the use of signage, traffic lane design, and queueing distance.

Construction is expected to begin in fiscal year (FY) 2027 and occur for 2 years, with expected completion in FY29. Because the development of the ORAM project is in the planning stages, the approximate area of disturbance within the wetlands is currently not available.

3. Impacts and Mitigation Measures

3.1 100-Year Floodplain

EO 11988 states that if the only practicable alternative requires siting in a floodplain, the agency shall, prior to taking action, design or modify the action to minimize potential harm to or within the floodplain.

Implementation of the Proposed Action would not result in the DoD impacting any floodplains.

3.2 Wetlands

EO 11990 states that if the only practicable alternative requires siting in a wetland, the agency shall, prior to taking action, design or modify the action to minimize potential harm to or within the wetland.

Implementation of the Proposed Action would result in the DoD impacting wetlands; however, the estimated total area of disturbance is not available at this time because the ORAM project is still in the planning phase.

Under the Proposed Action, DoD would implement best management practices (BMPs) and ESD measures to reduce the potential for adverse impacts on the wetlands. BMPs and ESD measures are incorporated into the Proposed Action to avoid or minimize impacts on wetlands and are collectively described as follows:

- Optimize use of existing roadways to minimize soil disturbance, and control erosion and sedimentation during demolition and construction to minimize the potential for indirect impacts on wetlands and their 100-foot buffers.
- Adhere to all Federal and state permit requirements to protect coastal and marine resources and wetland areas relating to the Coastal Zone Management Program, including forest resources to be managed per the Fort Meade Forest Conservation Program, in accordance with the DoD Coastal Zone Management Act Memorandum of Understanding with the State of Maryland.
- Maintain or restore, to the maximum extent technically feasible, the predevelopment hydrology of the property as required under Section 438 of the Energy Independence and Security Act.
- In keeping with the Maryland Forest Conservation Act, NSA would develop a forest management and reforestation plan to preserve or reforest acreage equal to 20 percent of the total disturbed project area.
- Adhere to the General Performance Standards for Stormwater Management in Maryland, outlined in the *Maryland Stormwater Design Manual* and Supplement No. 1, which apply to any construction activity disturbing 5,000 square feet or more of earth and consist of development of ESD and any necessary BMPs to meet these performance standards.
- Implement nonstructural stormwater management techniques (e.g., filter strips, buffers, and disconnection of rooftops) per State of Maryland regulations and NSA design standards, and using ESD and structural measures (e.g., bioretention areas) to promote natural and sustainable water management, as appropriate.
- An ESCP would be required for the Proposed Action per Erosion and Sediment Control Regulations (COMAR 26.17.01) and Stormwater Management Regulations (COMAR 26.17.02). Design and implement erosion and sediment control BMPs according to the *2015 Maryland*

Stormwater Management and Erosion & Sediment Control Guidelines for State and Federal Projects.

- Perform construction and demolition in State of Maryland-designated redevelopment areas, as defined in COMAR 26.17.02, in accordance with the *Maryland Stormwater Management and Erosion & Sediment Control Guidelines for State and Federal Projects* to minimize impacts on stormwater management.
- Implement BMPs outlined in the Spill Prevention, Control, and Countermeasure (SPCC) Plan and comply with the SPCC Rule (40 CFR 112) and existing groundwater protection protocols as required under the Safe Drinking Water Act.
- Develop a Stormwater Pollution Prevention Plan as required under the MDE's General Permit for Discharges of Stormwater Associated with Construction Activity and implement stormwater BMPs to ensure soils disturbed during construction and demolition do not pollute nearby water bodies.
- In the event of a spill during construction or operation, follow procedures outlined in NSA's Spill Contingency Plan, Facility Response Plan, and SPCC Plan and Fort Meade's SPCC Plan to contain and clean up a spill quickly.

The DoD is committed to avoid to the greatest extent possible impacts to jurisdictional wetlands under the Proposed Action. Any future design or construct that may impact wetlands or associated wetland buffers in the project area would require coordination with the USACE Regulatory Branch and the MDE, specifically in regard to potential permitting actions within Section 404 of the Clean Water Act, and all other potential permitting actions, including the delineation of wetlands and streams within the project area. The DoD will adopt BMPs and mitigation measures to reduce wetland impacts associated with implementation of the Proposed Action.

4. Finding of No Practicable Alternative

During development of the Proposed Action, NSA and the Fort Meade Environmental Office worked proactively to ensure the purpose and need of the Proposed Action was met while also avoiding as many potential impacts to wetlands as practicable. Due to operational requirements, it was determined that complete avoidance of wetlands was not feasible; however, the Proposed Action minimizes potential impacts to the greatest degree practicable while also achieving the required results.

Accordingly, I find there is no practicable alternative to siting the Proposed Action entirely outside of the wetlands; however, the DoD will ensure that all practicable measures to minimize impacts are incorporated into the Proposed Action.

[Date]

RANDY WESTFALL
Chief, Installation & Logistics
National Security Agency

Attachments:

Figure 1. Site Map

Figure 2. Surface Water Features

Figure 3. Surface Water Features Including Floodplains

Figure 4. Surface Water Features Including Wetlands

References:

EO 11990

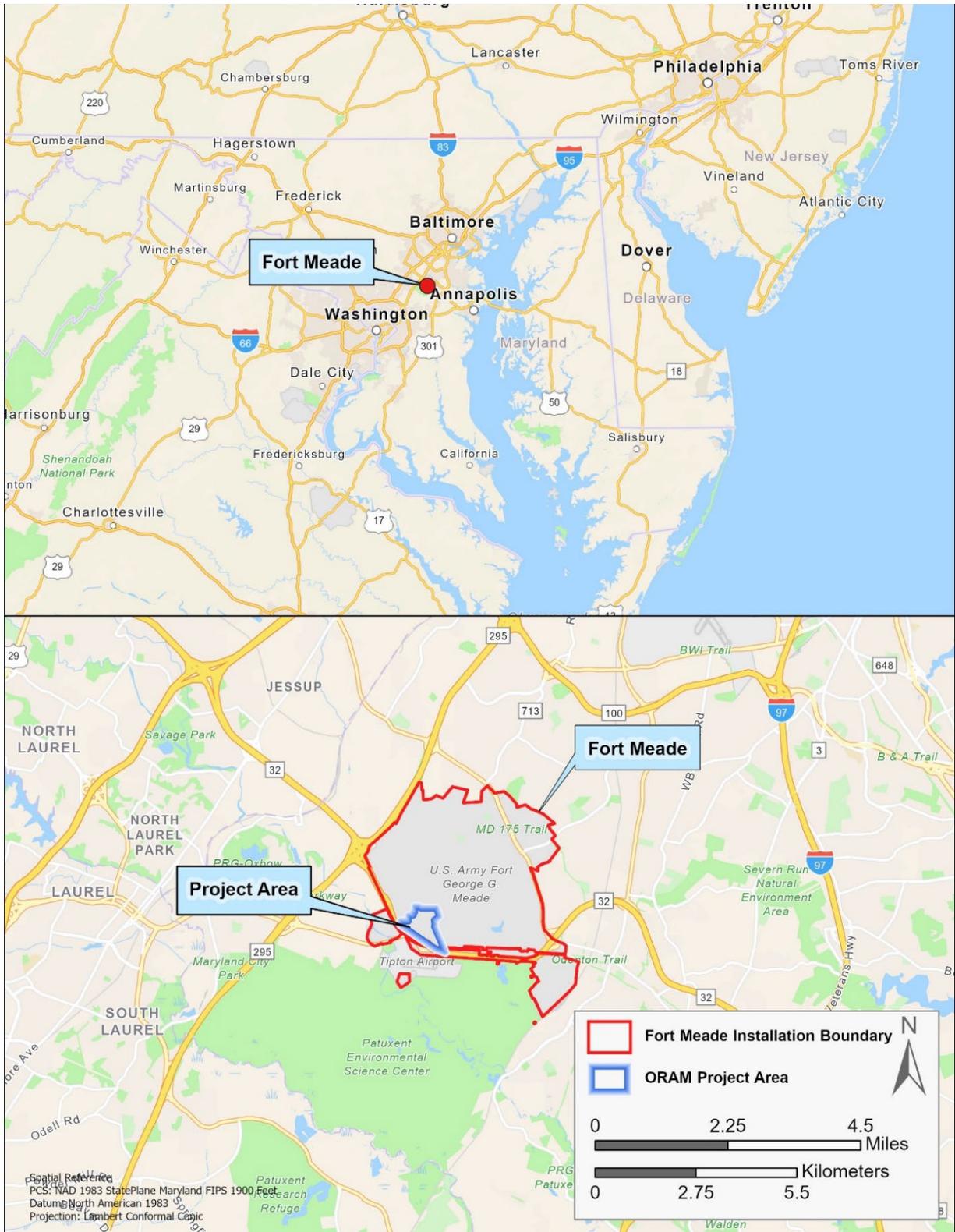


Figure 1 – Site Map

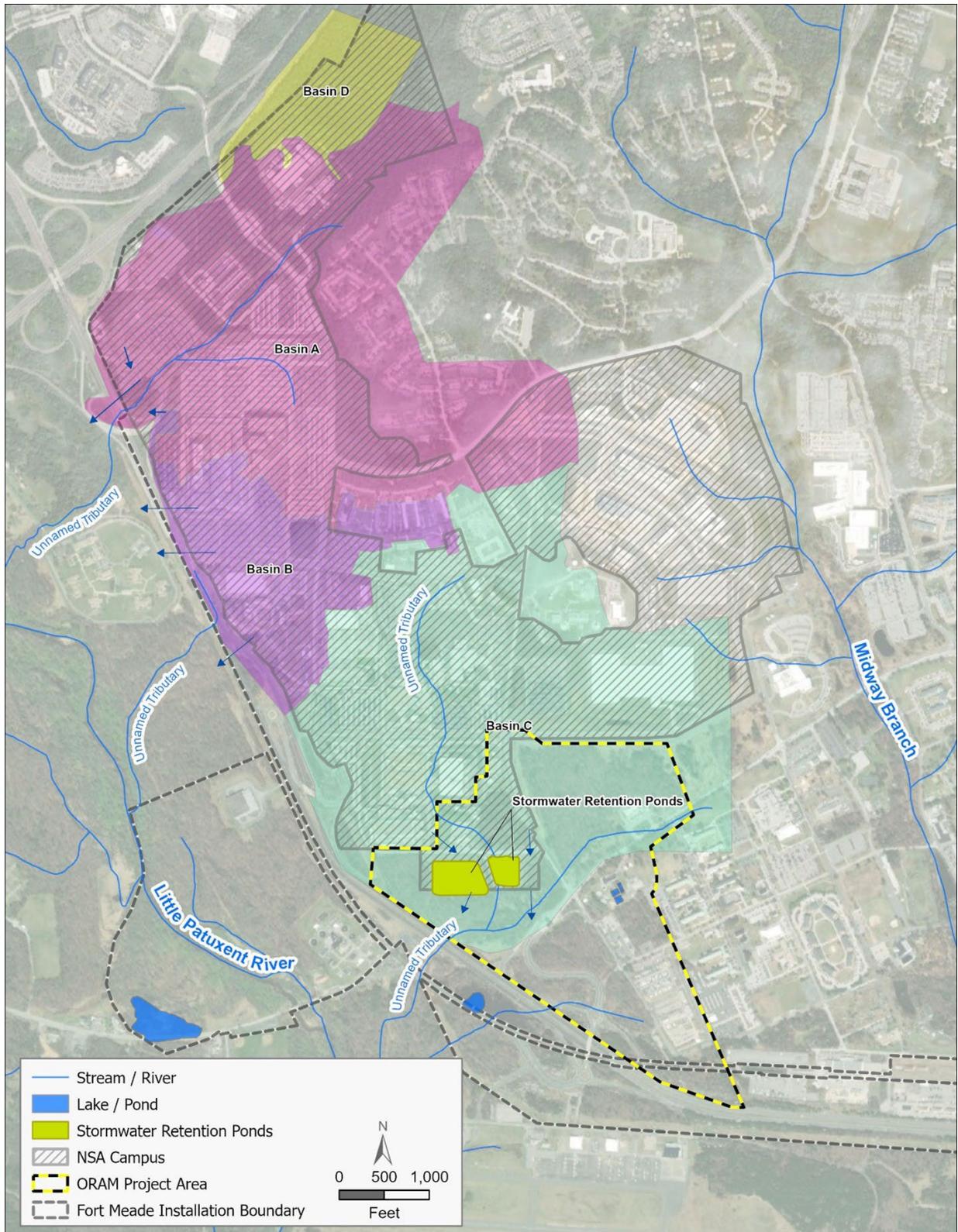


Figure 2 – Surface Water Features

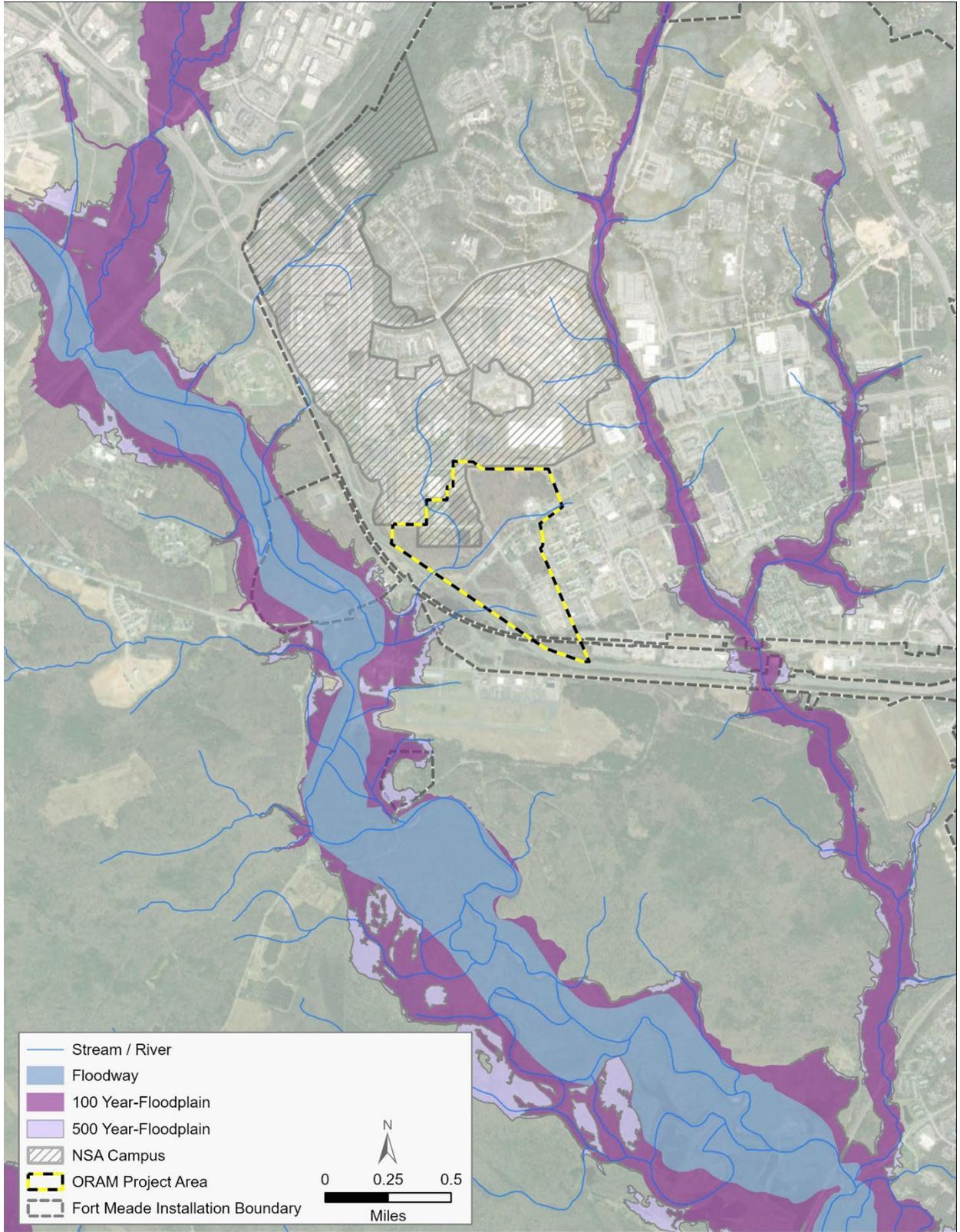


Figure 3 – Surface Water Features Including Floodplains



Figure 4 – Surface Water Features Including Wetlands



B

Public Scoping

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SCOPING REPORT

Prepared for the

ENVIRONMENTAL IMPACT STATEMENT ADDRESSING THE O'BRIEN ROAD ACCESS MODERNIZATION PROGRAM FORT MEADE, MARYLAND

**Contract No. W912DR20D0010
Delivery Order W912DR21F0380**

SEPTEMBER 2022

SCOPING REPORT

**ENVIRONMENTAL IMPACT STATEMENT
ADDRESSING THE
O'BRIEN ROAD ACCESS MODERNIZATION PROGRAM
FORT MEADE, MARYLAND**

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ACRONYMS AND ABBREVIATIONS

DOE	Determination of Eligibility
EIS	Environmental Impact Statement
NEPA	National Environmental Policy Act
NOA	Notice of Availability
NOI	Notice of Intent
NRHP	National Register of Historic Properties
NSA	National Security Agency
SHPO	State Historic Preservation Officer
USEPA	U.S. Environmental Protection Agency
USFWS	U.S. Fish and Wildlife Service

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1. Introduction

The scoping process identifies and determines the scope of environmental issues to be addressed in an Environmental Impact Statement (EIS) and is a specific regulatory requirement associated with implementation of the National Environmental Policy Act (NEPA). Council on Environmental Quality NEPA regulations (40 Code of Federal Regulations Parts 1501.7 and 1503.1) and Executive Order 12372, *Intergovernmental Review of Federal Programs*, direct Federal agencies to foster an intergovernmental partnership by soliciting and considering Federal, state, and local input on the scope of issues to be addressed in an EIS. Public and agency scoping is an integral part of determining the range of issues to be addressed and for identifying the significant issues related to a proposal.

This report documents the scoping components used to solicit public and agency input on the scope of analysis and range of alternatives for the EIS to address the proposed O'Brien Road Access Modernization Program for the National Security Agency (NSA) at Fort George G. Meade (Fort Meade), Maryland. This report also summarizes the comments gathered during the scoping period and identifies the substantive issues to be included in the analyses for the Draft EIS.

2. Summary of Scoping Components

Scoping was conducted from July 11, 2022, until August 25, 2022. The following discussion identifies the specific components of the process.

Notice of Intent

On July 11, 2022, the publication of the Notice of Intent (NOI) to prepare an EIS in the *Federal Register* formally initiated the public scoping process. **Appendix A** contains the NOI.

Announcements in Local Newspapers

On July 11, 2022, announcements were published in the *Baltimore Sun* and the *Washington Post* to notify the public of the intent to prepare an EIS, identify the public scoping meeting date, and request scoping comments on the Proposed Action. The announcement identified several methods for comment submittal, including submittal of verbal and written comments via U.S. mail and email. **Appendix B** contains the announcement that was published.

Interested Party Mailing

A scoping letter was mailed to a list of approximately 100 potentially interested parties. The interested party list was developed based on the public involvement associated with the recent EIS prepared for the East Campus Integration Program at Fort Meade (March 2017), the Environmental Assessment prepared for the Development of a Publishing and Archive Facility at Fort Meade (July 2018), and input from DoD. The scoping letter was distributed on July 8, 2022, via Federal Express. A copy of the scoping letter and interested party list is provided in **Appendix C**.

The interested party list will be maintained in a database and updated throughout the development of the EIS to ensure all interested parties receive applicable project correspondence.

Scoping Meeting

On August 3, 2022, a pre-recorded public scoping presentation was published on the EIS project website. Materials available for the virtual scoping meeting included a project fact sheet and PowerPoint presentation (see **Appendix D**).

A copy of the presentation script is included as **Appendix E**.

3. Scoping Results

The following discussion summarizes the results of the scoping meeting and comments received during the scoping period.

Scoping Comments

A total of six (6) comments were received via mail or electronic mail during the scoping period (see **Appendix F**).

All scoping comments received are included in **Appendices F. Table 1** summarizes each comment received and identifies the intended resolution of substantive comments.

Table 1. Summary of Scoping Comments

Subject Matter	Comment and Resolution
U.S. Geological Survey, 07/13/22	
Natural Resources	<i>Commenter indicated that the USGS has no comments.</i> Comment noted. The response is appreciated.
Maryland Department of Planning, Maryland State Clearinghouse, 08/24/22	
Natural Resources, Transportation, and Hazardous Waste	<i>Commenter indicated the project was found to be generally consistent with their plans, programs, and objectives. The Maryland Department of the Environment suggested procedures and provided contacts for Solid Waste Management and handling of any above ground or underground petroleum storage tanks.</i> Comment noted. An examination of any petroleum storage tanks and solid waste management will be provided in the hazardous waste materials section of the EIS.

Subject Matter	Comment and Resolution
Maryland Historical Trust, 08/15/22	
Cultural Resources	<p><i>Commenter indicated that historic properties are located within the project area. NSA should take appropriate measures to identify, evaluate, and consider historic properties, including defining the project's Area of Potential Effect, determining the National Register of Historic Places eligibility of properties within the Area of Potential Effect, and preparing Determination of Eligibility (DOE) forms, if applicable. NSA should consult directly with the Maryland Historical Trust / Maryland State Historic Preservation Officer (SHPO) to determine the effect of the project on historic properties and submit all relevant documentation to the Maryland Historical Trust for review and comment.</i></p> <p>Comment noted. An examination of historic properties and other cultural resources will be provided in the cultural resources section of the EIS, and consultation will be conducted directly with the Maryland Historical Trust.</p>
Cultural Resources	<p><i>Commenter indicated that Maryland Historical Trust files indicate that an archaeological site exists within the project vicinity, and the site should be avoided and protected by fencing with a 20-foot buffer around the entire site. In addition, one National Register of Historic Properties (NRHP)-eligible property is located within the project area and direct impacts to this historic property should be avoided.</i></p> <p>Comment noted. The NSA will evaluate these resources for this project and follow appropriate Federal guidelines associated with the protection of cultural resources.</p>
Oneida Indian Nation, 08/16/22	
Cultural Resources	<p><i>Commenter indicated that the Nation has no comments regarding the project and does not wish to be a Section 106 consulting party.</i></p> <p>The Oneida Indian Nation will be removed from the consulting parties list for this project.</p>
U.S. Fish and Wildlife Service (USFWS), 08/24/22	
Biological Resources	<p><i>Commenter suggested that the project has potential to impact habitat used by species listed and/or currently under review by the Service for listing under the Endangered Species Act and encourages use of the USFWS Information for Planning and Consultation (IPaC) system to generate official species list for consideration during project design.</i></p> <p>Comment noted. The IPaC system will be utilized to generate an official species list for consideration during the project analysis and will be included in the biological resources section of the EIS.</p>

Subject Matter	Comment and Resolution
U.S. Environmental Protection Agency (USEPA) Region III, 08/25/22	
Water Resources, Biological Resources, Air Quality, Utilities, Traffic, Noise, Hazardous Waste, Environmental Justice, Socioeconomics, and Cultural Resources	<p><i>Commenter suggested that water resources, biological resources, air quality, utilities, traffic, noise, hazardous waste, environmental justice, socioeconomics, and cultural resources be thoroughly analyzed and assessed for potential impacts as part of the EIS, minimizing impacts to the extent possible, and using best management practices to further protect resources. USEPA also recommends sustainable design principles be incorporated, such as Low Impact Development and green infrastructure.</i></p> <p>Comment noted. A thorough review of potential impacts and appropriate potential measures to address impacts will be evaluated in the EIS.</p>

4. Next Steps

Those issues identified and discussed during the scoping comment period will be considered during preparation of the Draft EIS.

Following the publication in the *Federal Register* of the Notice of Availability (NOA) for the Draft EIS, there will be a 45-day comment period and a public meeting. The Draft EIS will be sent to the following groups:

- Persons on the interested party list
- Any federal or state agency that has jurisdiction by law or special expertise with respect to any environmental impact involved and any appropriate federal, state, or local agency authorized to develop and enforce environmental standards (e.g., USFWS, U.S. Army Corps of Engineers, Maryland Historical Trust)
- Any person, organization, or agency that has requested a copy of the Draft EIS.

The public meeting for the Draft EIS will also allow the general public to interface with resource agencies and other stakeholder groups. Comments pertaining to the Draft EIS received during that time will be reviewed and incorporated into the Final EIS.

Prior to publication of the Record of Decision on the Proposed Action, a 30-day waiting period will follow the *Federal Register* publication of the NOA for the Final EIS. Similar to distribution for the Draft EIS, the Final EIS will be distributed to federal, state, and local agencies with jurisdiction by law or special expertise; anyone that has requested a copy of the Final EIS; and any person, organization, or agency that submitted comments on the Draft EIS.

Public comments received during the waiting period for the Final EIS will be considered by decisionmakers along with final comments by agencies. Following the Final EIS waiting period, decisionmakers will review all materials applicable to the Proposed Action and subsequently prepare a Record of Decision. **Table 2** outlines the three phases of the EIS process that involve public participation.

Table 2. Public Participation Process for the East Campus Integration Program EIS

Phase I ⇒	Phase II ⇒	Phase III ⇒	Final
NOI for an EIS	NOA of the Draft EIS	NOA of the Final EIS	Record of Decision
↓	↓	↓	
Public Scoping	Public Meetings/ Comments	Public Comments	
↓	↓	↓	
45-day Scoping Period	45-day Public Comment Period	30-day Waiting Period	

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APPENDIX A

FEDERAL REGISTER NOTICE OF INTENT

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the registrability of a mark). When these entities provide legal advice, prepare trademark applications, or file submissions on behalf of others, they are likely engaging in unauthorized practice of law and unauthorized representation of others before the USPTO. Practice of law before the Office in trademark matters is described in 37 CFR 11.5(b)(2).

The USPTO has the authority to regulate the conduct of proceedings before the Office and the conduct of those who appear before the Office in proceedings, including practitioners and non-practitioners. See 5 U.S.C. 500(d)(2) (Federal agencies may sanction those “individuals who appear in a representative capacity before the agency”); 35 U.S.C. 2(b)(2)(A) (the USPTO has the authority to establish regulations that “shall govern the conduct of proceedings in the Office”); and 35 U.S.C. 3(b)(2)(A) (the Commissioner for Trademarks has the authority to manage and direct all aspects of trademark operations).

Some customers appear to rely on non-attorney entities for legal advice without realizing that the non-attorney entity cannot represent trademark applicants before the USPTO or that the entity’s behavior could undermine the validity of their application or registration. Furthermore, these non-attorney entities are also routinely providing signatures on trademark submissions that violate the USPTO’s rules. Under these rules, submissions must be personally signed, and therefore, signatures are non-delegable. 37 CFR 2.193(a), 11.18; Trademark Manual of Examining Procedure § 611.01(c). Authorizing someone who is not the signatory to sign a trademark submission jeopardizes the validity of the submission and may affect the validity of the entire application or registration.

The USPTO has imposed sanctions and terminated pending applications that contain violations of USPTO rules, without regard to whether the applicant was aware of the rule violations perpetrated by those making submissions on their behalf. These trademark applicants have been misled and defrauded by actors filing submissions at the USPTO, purportedly on their behalf but clearly against the owner’s interest and, in most cases, without the owner’s knowledge. To discourage reliance on non-attorney entities and to adhere to the Lanham Act and the USPTO rules more closely, the USPTO is limiting user roles through the ID verification process for a *USPTO.gov* account to those authorized under USPTO rules to make trademark

submissions filings for the owner (*i.e.*, the owner and the owner’s representative authorized to practice law before the USPTO in trademark matters).

Katherine K. Vidal,

Under Secretary of Commerce for Intellectual Property and Director of the United States Patent and Trademark Office.

[FR Doc. 2022–14435 Filed 7–8–22; 8:45 am]

BILLING CODE 3510–16–P

DEPARTMENT OF DEFENSE

Office of the Secretary

Intent To Prepare an Environmental Impact Statement for O’Brien Road Access Modernization (ORAM), Within the Fort Meade Complex, Maryland

AGENCY: National Security Agency, Department of Defense (DoD).

ACTION: Notice of intent; notice of public scoping; request for comments.

SUMMARY: The DoD announces its intent to prepare an Environmental Impact Statement (EIS) to assess the potential effects associated with proposed access and infrastructure upgrades at the National Security Agency’s (NSA) campus on Fort George G. Meade, Maryland (hereafter referred to as Fort Meade). The purpose of the proposed project is to increase efficiencies and capacity for required security processing of deliveries and traffic entering the NSA campus. Additionally, major construction projects have generated changes in Fort Meade traffic distribution, resulting in extensive delays for inspection and access. Publication of this notice begins a scoping process that identifies and determines the scope of environmental issues to be addressed in the EIS. This notice requests public participation in the scoping process and provides information on how to participate.

DATES: The public is invited to provide comments on the scope of the EIS during a 45-day public scoping period. Comments will be accepted until August 25, 2022.

In light of changing public health requirements, a narrated presentation will be made available in lieu of an in-person meeting. Information will be made available on the project website at <https://www.nab.usace.army.mil/oram>. For further information, see “Scoping Process” in the **SUPPLEMENTARY INFORMATION** section below).

ADDRESSES: Written comments regarding the scope of the EIS and comments on the scoping process may

be submitted by any of the following methods:

Mail: ORAM EIS, c/o: HDR 2650, Park Tower Drive, Suite 400, Vienna, VA 22180;

Email: ORAM@hdrinc.com.

FOR FURTHER INFORMATION CONTACT: Mr. Jeffrey Williams, Sr. Environmental Engineer, jdwill2@nsa.gov 301–688–2970.

SUPPLEMENTARY INFORMATION:

Background: NSA is a tenant DoD agency on Fort Meade, occupying approximately 840 acres of the 5,107.7 acres of base property. Renovation and upgrade of inspection and access facilities for NSA is required to meet increased mission and security capacity. The existing Vehicle Control Inspection Facility (VCIF) and Vehicle Control Point 5 (VCP5) represent two significant entry points for access to the NSA campus. Both facilities require replacement due to process inefficiencies and insufficient capacity to meet current and future demand. Original sizing of the VCIF was to provide inspection facilities only for NSA deliveries and traffic. Post 9/11, a decision was made that NSA would inspect both Fort Meade and NSA deliveries. Additionally, major construction activities on Fort Meade have generated increases in traffic access and inspection throughout the installation. These conditions have resulted in extensive delays at the VCIF and traffic back-ups onto Maryland State Route 32. The design of VCP5 on O’Brien Road is also outdated and provides insufficient access capacity between the NSA campus and Fort Meade. Relocation of the Fort Meade Access Control Facility (ACF) on Mapes Road was included to facilitate the design and construction of the roadway system, as well as minimize environmental impacts.

Proposed Action and Alternatives: The proposed action would consist of: construction of a new VCIF with adjacent visitor control center; construction of a new Mail Screening Facility (MSF) adjacent to the VCIF; construction of a new VCP5; reconfiguration of the Mapes Road ACF; roadway improvements to provide enhanced routing and separation of traffic between NSA and Fort Meade; and associated infrastructure including sidewalks, inspection canopies, dog kennels, surface parking areas, stormwater management facilities, utilities, and related infrastructure.

It is anticipated that two build alternatives will be analyzed in detail through the EIS process that will involve distinct configurations of

project elements within the same general area on the NSA campus and Fort Meade. The No Action Alternative (not undertaking the proposed improvements) will also be analyzed in detail to provide a baseline for comparison with the action alternatives.

This notice of intent is required by 40 Code of Federal Regulations (CFR) 1501.9 and briefly describes the Proposed Action and possible alternatives and our proposed scoping process. The EIS will comply with the National Environmental Policy Act of 1969 (NEPA) (42 U.S.C. 4321 *et seq.*), the Council on Environmental Quality regulations in 40 CFR parts 1500 through 1508, and DoD Instruction 4715.9 (Environmental Planning and Analysis).

Significant Issues: Environmental issues to be analyzed in the EIS will include potential effects on air quality, stream and wetland resources, forests, cultural resources, hazardous waste and materials, and transportation. Consultations to be incorporated into the preparation of the Draft EIS will include, but are not necessarily limited to, consultation under Section 7 of the Endangered Species Act and Section 106 of the National Historic Preservation Act.

Scoping Process: Public scoping is an early and open process for identifying and determining the scope of issues to be addressed in the EIS. Scoping begins with this notice and continues through the 45-day public comment period.

As part of the public scoping process, in lieu of a public scoping meeting, a narrated presentation about the project and how to provide scoping comments will be made available on August 3, 2022, for a two-day period. The presentation will be made available on the project website at <https://www.nab.usace.army.mil/oram>.

Upon completion of the scoping process, DoD will prepare a Draft EIS, and will publish a **Federal Register** notice announcing its public availability. The Draft EIS is anticipated to be available for public review by mid-2023. If you want the notice to be sent to you, please submit your request in writing (see **ADDRESSES** section in this notice). There will also be an opportunity to review and comment on the Draft EIS. Additionally, it is anticipated that a public meeting would be held after publication of the Draft EIS to present the Draft EIS and receive public comments regarding the document. NSA will consider all comments received and then prepare a Final EIS. As with the Draft EIS, NSA will announce the availability of the Final EIS and once again provide an

opportunity for review and comment. The Final EIS and a Record of Decision on the Proposed Action are expected in late 2023.

Dated: June 30, 2022.

Aaron T. Siegel,
Alternate OSD Federal Register Liaison
Officer, Department of Defense.

[FR Doc. 2022-14726 Filed 7-8-22; 8:45 am]

BILLING CODE 5001-06-P

ELECTION ASSISTANCE COMMISSION

Sunshine Act Meetings

AGENCY: U.S. Election Assistance Commission (EAC).

ACTION: Sunshine Act notice; notice of public roundtable agenda.

SUMMARY: U.S. Election Assistance Commission Roundtable Discussion: Disability and the Digital Divide in The Voting Process.

DATES: Tuesday, July 26, 2022, 11:00 a.m. Eastern.

ADDRESSES: Virtual via Zoom.

The roundtable discussion is open to the public and will be livestreamed on the U.S. Election Assistance Commission YouTube Channel: <https://www.youtube.com/channel/UCpN6i0g2rIF4ITWhwvBwwZw>.

FOR FURTHER INFORMATION CONTACT: Kristen Muthig, Telephone: (202) 897-9285, Email: kmuthig@eac.gov.

SUPPLEMENTARY INFORMATION:

Purpose: In accordance with the Government in the Sunshine Act (Sunshine Act), Public Law 94-409, as amended (5 U.S.C. 552b), the U.S. Election Assistance Commission (EAC) will conduct a virtual roundtable discussion on a new study analyzing the digital divide between citizens with and without disabilities during the 2020 through 2022 election period.

Agenda: The U.S. Election Assistance Commission (EAC) will hold a roundtable discussion on a new study released by the EAC and the Program for Disability Research at Rutgers University. The report highlights new data on computer and internet use, sources of information on the voting process used in 2020, accessibility of information sources, preferred ways of getting an answer to a question about the voting process, trust in information sources, sources of information on candidates and issues, expectations about voting and information sources in 2022, and knowledge of rights for accessible information.

The event will include presentations of the findings from professors Lisa

Schur and Douglas Kruse from Rutgers University.

The full agenda will be posted in advance on the EAC website: <https://www.eac.gov>.

Background: In February 2021, the EAC released the "Disability and Voting Accessibility in the 2020 Elections," a comprehensive national report identifying advancements and gaps in accessibility for voters with disabilities. The study focused on polling place access, mail and absentee voting accessibility, election administration challenges, COVID-19 obstacles, and community involvement. In July 2021, the EAC released "The Fact Sheet: Disability and Voter Turnout in the 2020 Elections," a supplemental report with Rutgers University that used data from the federal government's Current Population Survey Voting and Registration Supplement for November 2020 to calculate disability turnout and identify trends.

Status: This roundtable discussion will be open to the public.

Amanda Joiner,
Acting General Counsel, U.S. Election Assistance Commission.

[FR Doc. 2022-14836 Filed 7-7-22; 4:15 pm]

BILLING CODE P

DEPARTMENT OF ENERGY

Nuclear Energy Advisory Committee

AGENCY: Office of Nuclear Energy, Department of Energy.

ACTION: Notice of open meeting.

SUMMARY: This notice announces an open meeting of the Nuclear Energy Advisory Committee. The Federal Advisory Committee Act requires that public notice of this meeting be announced in the **Federal Register**.

DATES: Tuesday, August 2, 2022; 9:00 a.m.–4:30 p.m.

ADDRESSES: Hilton Washington DC National Mall The Wharf, 480 L'Enfant Plaza SW, Washington, DC 20024.

FOR FURTHER INFORMATION CONTACT: Luke Branscum, Designated Federal Officer, U.S. Department of Energy, 1000 Independence Ave. SW, Washington, DC 20585; (202) 586-4290; email: Luke.Branscum@nuclear.energy.gov.

SUPPLEMENTARY INFORMATION:

Purpose of the Committee: The Nuclear Energy Advisory Committee provides advice and recommendations to the Assistant Secretary for Nuclear Energy on national policy and scientific aspects of nuclear issues of concern to DOE.

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APPENDIX B
ANNOUNCEMENTS

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The announcement below was published in the classifieds section of the *Washington Post* and *Baltimore Sun* on July 11, 2022.

**Notice of Intent and Request for Scoping Comments:
Environmental Impact Statement (EIS)
for the O'Brien Road Access Modernization
at Fort Meade, Maryland**

The Department of Defense (DoD) announces its intent to prepare an EIS as part of the environmental planning process for the O'Brien Road Access Modernization at Fort George G. Meade, Maryland. The DoD proposes to relocate and modernize the campus vehicle access and security facilities at the National Security Agency's (NSA) campus on Fort Meade. The purpose of the Proposed Action is to increase efficiencies and capacity for required security processing of deliveries and traffic entering the NSA campus, which is needed to meet current and future demands. The DoD proposes to replace the existing Vehicle Control Inspection Facility (VCIF), Vehicle Control Point 5 (VCP5), and the Fort Meade Mapes Road Access Control Facility (ACF). The program also includes roadway improvements to provide enhanced routing and separation of incoming NSA and Fort Meade traffic. The EIS will consider two build alternatives within the same general area on the NSA campus and Fort Meade, and the No Action Alternative, as a baseline for comparison. The DoD is in the scoping stage for preparation of a Draft EIS and invites the public to comment on the alternatives considered and the scope of the environmental analysis. The DoD will hold virtual scoping in lieu of an in-person meeting. The scoping presentation will be made available on the project website at <https://www.nab.usace.army.mil/oram>. Written comments regarding the scope of the EIS and comments on the scoping process can be submitted to the following address: "ORAM EIS," c/o HDR, 2650 Park Tower Drive, Suite 400, Vienna, VA 22180. You may also email comments to ORAM@hdrinc.com. Written comments are requested by August 25, 2022, to ensure sufficient time to consider public input in preparation of the Draft EIS.

Comments on this Proposed Action are requested. Comments received may be published in the EIS. Any personal information provided will be used only to identify your desire to make a statement during the public comment portions of the EIS process or to fulfill requests for copies of the EIS or associated documents. Private addresses will be compiled to develop a mailing list for those requesting copies of the Draft EIS or Final EIS. Only the names of private citizens will appear in the EIS; personal addresses and phone numbers will not be published.

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APPENDIX C

INTERESTED PARTY MAILING LIST

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**O'Brien Road Access Modernization Program
Environmental Impact Statement
Interested Party List**

Federally Elected Officials

The Honorable Benjamin Cardin
U.S. Senate
509 Hart Senate Office Building
Washington, DC 20510

The Honorable Chris Van Hollen
U.S. Senate
110 Hart Senate Office Building
Washington, DC 20510

The Honorable Andrew Harris, M.D.
U.S. House of Representatives
Maryland's 1st District
2334 Rayburn House Office Building
Washington, DC 20515

The Honorable C.A. Dutch Ruppersberger
U.S. House of Representatives
Maryland's 2nd District
2206 Rayburn House Office Building
Washington, DC 20515

The Honorable John Sarbanes
U.S. House of Representatives
Maryland's 3rd District
2370 Rayburn House Office Building
Washington, DC 20515

The Honorable Anthony Brown
U.S. House of Representatives
Maryland's 4th District
1323 Longworth House Office Building
Washington, DC 20515

The Honorable Steny Hoyer
U.S. House of Representatives
Maryland's 5th District
1705 Longworth House Office Building
Washington, DC 20515

The Honorable David Trone
U.S. House of Representatives
Maryland's 6th District
1110 Longworth House Office Building
Washington, DC 20515

The Honorable Kweisi Mfume
U.S. House of Representatives
Maryland's 7th District
2263 Rayburn House Office Building
Washington, DC 20515

The Honorable Jamie Raskin
U.S. House of Representatives
Maryland's 8th District
2242 Rayburn House Office Building
Washington, DC 20515

Federal Agency Contacts

Mr. George Knight
Fort Meade DPW-ED
4216 Roberts Avenue
Fort Meade, MD 20755

COL Christopher M. Nyland
Fort Meade Garrison Commander
4551 Llewellyn Avenue
Fort Meade, MD 20755

Ms. Mary Doyle
Fort Meade PAO
4409 Llewellyn Avenue
Fort Meade, MD 20755

Ms. Angela Thomas
Fort Meade DPW-Master Planning Division
4216 Roberts Avenue
Fort Meade, MD 20755-7068

Mr. Stepan Nevshehirlian
NEPA Program Manager
USEPA, Region 3
1650 Arch Street (Mail Code 3WP-22)
Philadelphia, PA 19103-2029

Ms. Sandy Spencer
U.S. Fish and Wildlife Service
Patuxent Research Refuge
12100 Beech Forest Road, Room 138
Laurel, MD 20708-4036

Mr. Mark Eberle
National Park Service
Interior Region 1
1234 Market Street
Philadelphia, PA 19107

Mr. Joel Gorder
National Park Service
National Capital Region
1100 Ohio Drive, SW
Washington, DC 20242

Mr. Peter May
National Park Service
National Capital Region
Lands, Resources, and Planning Division
1100 Ohio Drive, SW
Washington, DC 20242

Vaso Karanikolis
USACE CENAB-PL
PO Box 1715
Baltimore, MD 21203-1715

Ms. Jennifer Greiner
U.S. Fish and Wildlife Service
Patuxent Research Refuge
10901 Scarlet Tanager Loop
Laurel, MD 20708-4027

Ms. Genevieve LaRouche
U.S. Fish and Wildlife Service
Chesapeake Bay Field Office
177 Admiral Cochrane Drive
Annapolis, MD 21401-7307

Ms. Laura Lokey-Flippo
U.S. Army Public Health Command
Drinking Water and Sanitation Program
5158 Blackhawk Road
APG, MD 21010-5403

Mr. John Nelson
U.S. Department of the Interior
Office of Environmental Policy & Compliance
Philadelphia Region
Custom House, Room 244
200 Chestnut Street
Philadelphia, PA 19106

Ms. Cheryl Kelly
Office of Environmental Policy & Compliance
U.S. Department of the Interior
Main Interior Building (MS 2462)
1849 C Street, NW
Washington, DC 20240

State Elected Officials

The Honorable Larry Hogan
Governor, State of Maryland
100 State Circle
Annapolis, MD 21401-1925

The Honorable Boyd Rutherford
Lietenant Governor, State of Maryland
100 State Circle
Annapolis, MD 21401-1925

The Honorable Benjamin S. Barnes
Maryland House of Delegates
Prince George's & Anne Arundel County,
District 21
Lowe House Office Building, Room 151
6 Bladen Street
Annapolis, MD 21401

The Honorable Michael Rogers
Maryland House of Delegates
Anne Arundel County, District 32
Lowe House Office Building, Room 162
6 Bladen Street
Annapolis, MD 21401

The Honorable Sid Saab
Maryland House of Delegates
Anne Arundel County, District 33
Lowe House Office Building, Room 157
6 Bladen Street
Annapolis, MD 21401

The Honorable Pamela G. Beidle
Maryland State Senate
Anne Arundel County, District 32
James Senate Office Building, Room 202
11 Bladen Street
Annapolis, MD 21401

The Honorable Mary Lehman
Maryland House of Delegates
Prince George's & Anne Arundel County,
District 21
Lowe House Office Building, Room 364
6 Bladen Street
Annapolis, MD 21401

The Honorable Marvin Holmes
Maryland House of Delegates
Prince George's County, District 23B
Taylor House Office Building, Room 364
6 Bladen Street
Annapolis, MD 21401

The Honorable Mark Chang
Maryland House of Delegates
Anne Arundel County, District 32
Taylor House Office Building, Room 121
6 Bladen Street
Annapolis, MD 21401

The Honorable Heather Bagnall
Maryland House of Delegates
Anne Arundel County, District 33
Lowe House Office Building, Room 160
6 Bladen Street
Annapolis, MD 21401

The Honorable Joseline A. Pena-Melnyk
Maryland House of Delegates
Prince George's & Anne Arundel County,
District 21
Taylor House Office Building, Room 241
6 Bladen Street
Annapolis, MD 21401

The Honorable Shane E. Pendergrass
Maryland House of Delegates
Howard County, District 13
Taylor House Office Building, Room 241
6 Bladent Street
Annapolis, MD 21401

The Honorable Ronald L Watson, PhD.
Maryland State Senate
Prince George's County, District 23
James Senate Office Building, Room 120
11 Bladen Street
Annapolis, MD 21401

The Honorable Edward R. Reilly
Maryland State Senate
Anne Arundel County, District 33
James Senate Office Building, Room 316
11 Bladen Street
Annapolis, MD 21401

The Honorable Vanessa Atterbearry
Maryland State Senate
Howard County, District 13
James Senate Office Building, Room 241
6 Bladen Street
Annapolis, MD 21401

The Honorable Guy J. Guzzone
Maryland State Senate
Howard County, District 13
James Senate Office Building, Room 121
11 Bladen Street
Annapolis, MD 21401

The Honorable James Rosapepe
Maryland State Senate
Prince George's & Anne Arundel County,
District 21
James Senate Office Building, Room 101
11 Bladen Street
Annapolis, MD 21401

The Honorable J. Sandy Bartlett
Maryland House of Delegates
Anne Arundel County, District 32
Lowe House Office Building, Room 163
6 Bladen Street
Annapolis, MD 21401

The Honorable Jennifer Terrasa
Maryland House of Delegates
Howard County, District 13
Lowe House Office Building, Room 215
6 Bladen Street
Annapolis, MD 21401

The Honorable Geraldine Valentino-Smith
Maryland House of Delegates
Prince George's County, District 23A
Lowe House Office Building, Room 201
6 Bladen Street
Annapolis, MD 21401

State Agency Contacts

Ms. Lori Byrne
Maryland Department of Natural Resources
Wildlife and Heritage Service
Tawes State Office Building E-1
580 Taylor Avenue
Annapolis, MD 21401

Mr. Joseph Bartenfelder, Secretary
Maryland Department of Agriculture
50 Harry S. Truman Parkway
Annapolis, MD 21401

Mr. Frank Courtright
Maryland Department of the Environment
Air Quality Compliance Program
1800 Washington Boulevard
Baltimore, MD 21230-1720

Ms. Myra Barnes
Maryland State Clearinghouse
Maryland Department of Planning
301 West Preston Street, Suite 1101
Baltimore, MD 21201

Ms. Elizabeth Hughes
Director, State Historic Preservation Officer
Maryland Historical Trust
100 Community Place, 3rd Floor
Crownsville, MD 21032

Ms. Lisa Swoboda
Division of Military & Federal Affairs
Maryland Department of Commerce
World Trade Center, 15th Floor
401 East Pratt Street
Baltimore, MD 21202

Mr. Tim Smith, Administrator
Maryland Department of Transportation,
State Highway Administration
707 North Calvert St
Baltimore, MD 21202-3601

Ms. Kimberly M. Tran, District Engineer
Maryland Department of Transportation,
State Highway Administration, District 5
138 Defense Highway
Annapolis, MD 21401

Mr. James F. Ports, Jr., Secretary
Maryland Department of Transportation
7201 Corporate Center Drive
Hanover, MD 21076-0548

Mr. Horacio A Tablada, Secretary
Maryland Department of the Environment
1800 Washington Boulevard
Baltimore, MD 21230

Ms. Jeannie Haddaway-Riccio
Maryland Department of Natural Resources
Maryland Forest Service
Tawes State Office Building E-1
580 Taylor Avenue
Annapolis, MD 21401

Locally Elected Officials

The Honorable Angela D. Alsobrooks
Prince George's County Executive
1301 McCormick Drive, Suite 4000
Largo, MD 20774

The Honorable Calvin Ball
Howard County Executive
George Howard Building
3430 Court House Drive
Ellicott City, MD 21043

The Honorable Steuart Pittman
Anne Arundel County Executive
44 Calvert Street
Annapolis, MD 21401

The Honorable Andrew Pruski,
Anne Arundel County Council District 4
44 Calvert Street, 1st Floor
Annapolis, MD 21401

Local Agency Contacts

Mr. James Kitchin
Anne Arundel County Office of Community
Engagement and Constituent Services
44 Calvert Street
Annapolis, MD 21401

Mr. Mark Miller
Howard County Office of Public Information
3430 Court House Drive
Columbia, MD 21043

Ms. Euniesha Davis
Prince George's County Office of Community
Relations
9200 Basil Court, Suite 102
Largo, MD 20774

Mr. Steve Kaii-Ziegler
Planning and Zoning Officer
Anne Arundel County Office of Planning and
Zoning
Heritage Office Complex
2664 Riva Road
Annapolis, MD 21401

Mr. Chris Phipps
Anne Arundel County Department of Public
Works
Heritage Office Complex
2662 Riva Road
Annapolis, MD 21401

Mr. Thomas Meunier
Howard County Department of Public Works
3430 Court House Drive
Ellicott City, MD 21043

Ms. Amy Gowan
Howard County Department of Planning and
Zoning
3430 Court House Drive
Ellicott City, MD 21043

Stakeholders Groups

Tim O'Ferrall, General Manager
Fort Meade Alliance
7467 Ridge Road, Suite 220
Hanover, MD 21076

Mr. Frederick Tutman
Patuxent Riverkeeper
17412 Nottingham Road
Upper Marlboro, MD 20772

Tribal Contacts

Mr. Keith Colston, Administrative Director
Maryland Commission on Indian Affairs
301 West Preston Street, Suite 1500
Baltimore, MD 21201

Cedarville Band of Piscataway Indians
American Indian Cultural Center
16816 Country Lane
Waldorf, MD 20601

Piscataway Conoy Tribe
PO Box 287
Pomfret, MD 20675

Ms. Leigh Mitchell, Environmental and
Cultural Protection Director
Upper Mattaponi Indian Tribe
13476 King William Road
King William, VA 23086

Mr. Wayne Adkins, First Assistant Chief and
Chief Financial Officer
Eastern Chickahominy Tribe
8200 Lott Cary Road
Providence Forge, VA 23140

Nansemond Indian Nation
1001 Pembroke Lane
Suffolk, VA 23434

Monacan Indian Nation
111 Highview Drive
Madison Heights, VA 24572

Mattaponi Indian Nation
1314 Mattaponi Reservation Circle
West Point, VA 23181

Shaleigh Howells
Cultural Resource Director
Pamunkey Indian Tribe
1054 Pocahontas Trail
King William, VA 23086

Mr. Larry Heady
Delaware Tribal Historic Preservation Officer
Delaware Tribe of Indians
125 Dorry Lane
Grants Pass, OR 97527

G. Anne Richardson, Chief
The Rappahannock Tribe
5036 Indian Neck Road
Indian Neck, VA 23148

John Raymond Johnson, Governor
Absentee Shawnee Tribe of Indians of
Oklahoma
Building 2
2025 S Gordon Cooper Drive
Shawnee, OK 74801

Clint Halftown, Federal Representative
Cayuga Nation of New York
P.O. Box 803
Seneca Falls, NY 13148

Deborah Dotson, President
Delaware Nation
P.O. Box 825
Anadarko, OK 73005

Glenna J. Wallace, Chief
Eastern Shawnee Tribe of Oklahoma
P.O. Box 350
Seneca, MO 64865

Ray Halbritter, Nation Representative
Oneida Nation of New York
2037 Dream Catcher Plaza
Oneida, NY 13421

Tehassi Hill, Chairperson
Oneida Tribe of Indians of Wisconsin
P.O. Box 365
Oneida, WI 54155

Sidney Hill, Chief
Onondaga Nation of New York
4040 Route 11
Nedrow, NY 13120

Marshall R. Grover, President
Pawnee Nation of Oklahoma
P.O. Box 470
Pawnee, OK 74058

Charles Diebold, Chief
Seneca-Cayuga Tribe of Oklahoma
P.O. Box 453220
Grove, OK 74344

Matthew Pagels, President
Seneca Nation of New York
12837 Route 438
Irving, NY 14081

Shannon Holsey, President
Stockbridge-Munsee Community of
Wisconsin
N8476 Moh He Con Nuck Road
Bowler, WI 54416

Michael L. Conners, Ronald LaFrance, Jr., &
Beverly Kiohawiton Cook, Chiefs
St. Regis Band of Mohawk Indians of New
York
71 Margaret Terrance Memorial Way
Akwesasne, NY 13655

Roger Hill, Chief
Tonawanda Band of Seneca Indians of New
York
7027 Meadville Road
P.O. Box 795
Basom, NY 14013

Tom Jonathan, Chief
Tuscarora Nation of New York
5226 Walmore Road
Lewistown, NY 14092

Sample Interested Party Letter



NATIONAL SECURITY AGENCY
CENTRAL SECURITY SERVICE
Fort George G. Meade, Maryland 20755

Memorandum for: Federal, State, and Local Public Agencies, Interested Parties, and Members of the Public

RE: Environmental Impact Statement for the National Security Agency (NSA)
O'Brien Road Access Modernization at Fort George G. Meade, Maryland

In accordance with the National Environmental Policy Act (NEPA), the National Security Agency (NSA) is announcing its intent to prepare an Environmental Impact Statement (EIS) as part of the environmental planning process for the O'Brien Road Access Modernization (ORAM) project at Fort George G. Meade, Maryland.

NSA proposes to replace and relocate the campus vehicle access and security facilities, in order to increase operational efficiencies and capacity to process deliveries and traffic entering the NSA campus. The existing facilities are inadequate to provide efficient vehicle and cargo inspection due to space limitations and increased requirements generated by construction across both NSA and Fort Meade. NSA anticipates that the proposed ORAM project would result in generally minor adverse impacts during construction but provide long-term beneficial impacts on traffic. Detailed analysis of the project impacts will be provided in the Draft EIS, which is anticipated to be available for public review in mid-2023. The Final EIS and a Record of Decision on the Proposed Action are expected in late 2023. Additional information on the project is available on the project website at <https://www.nab.usace.army.mil/oram>.

A Notice of Intent (NOI) will be published in the *Federal Register* on July 11, 2022. The NOI, available on the project website, summarizes the Proposed Action and the alternatives to be considered in the EIS. The purpose of this correspondence is to solicit your scoping comments regarding environmental aspects of the proposed project. To assist us in complying with NEPA and Executive Order 12372, *Intergovernmental Review of Federal Programs*, and in identifying environmental issues that might affect the design or implementation of the project, we request that you provide appropriate comments within your area of expertise, by August 25, 2022, to ORAM EIS, c/o HDR, 2650 Park Tower Drive, Suite 400, Vienna, VA 22180 or via email at ORAM@hdrinc.com.

You are also invited to view a virtual presentation to learn more about the project and provide comments. Further information on the availability of this presentation, which is expected to be made available by August 3, 2022, will be provided on the project website.

Your input and comment are greatly appreciated. If you have any questions, please contact me at (301) 688-2970. Thank you for your interest.

Sincerely,

Jeffrey D. Williams

Jeffrey D. Williams, LEED-AP
Sr. Environmental Engineer
NSA Sustainability and Environmental Compliance

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APPENDIX D

FACT SHEETS

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THE NATIONAL ENVIRONMENTAL POLICY ACT

Background

The National Environmental Policy Act (NEPA) of 1969 was enacted to address concerns about environmental quality. NEPA establishes a national policy for attaining harmony between people and nature, for promoting efforts to eliminate damage to the environment, and for better understanding of ecological systems and natural resources. NEPA's main objectives are as follows:

- Ensure that Federal agencies evaluate the potential environmental impacts of proposed programs, projects, and actions before decisions are made to implement them.
- Inform the public of proposed Federal activities that have the potential to significantly affect environmental quality.
- Encourage and facilitate public involvement in the decisionmaking process.

What is an EIS?

An Environmental Impact Statement (EIS) is the most detailed analysis prescribed by the Council on Environmental Quality's regulations for implementing NEPA. An EIS is a detailed public document describing a proposed action, all alternative actions that were considered, and the environmental impacts of implementing a proposed action and reasonable alternatives.

Steps in the EIS Process



Public Involvement

Opportunities to participate in the NEPA process include submitting scoping comments, submitting comments on the Draft EIS and Final EIS, and attending public meetings.

Agency Coordination

NEPA mandates that local, state, and Federal agencies within the affected project area be given the opportunity to comment on proposed actions. These agencies are asked to identify specific areas or issues that should be addressed in the EIS.

PROPOSED ACTION AND ALTERNATIVES

Introduction

The Department of Defense (DoD) proposes to renovate and upgrade inspection and access facilities for the National Security Agency's (NSA) campus on Fort George G. Meade, Maryland (Fort Meade). The purpose of the Proposed Action is to increase efficiencies and capacity for required security processing of deliveries and traffic entering Fort Meade and the NSA campus. Additionally, major construction projects have generated change in Fort Meade traffic distribution, resulting in extensive delays for inspection and access. The action, collectively called O'Brien Road Access Modernization (ORAM), is needed to meet increased mission and security capacity, both at Fort Meade and within the Intelligence Community.

Proposed Action

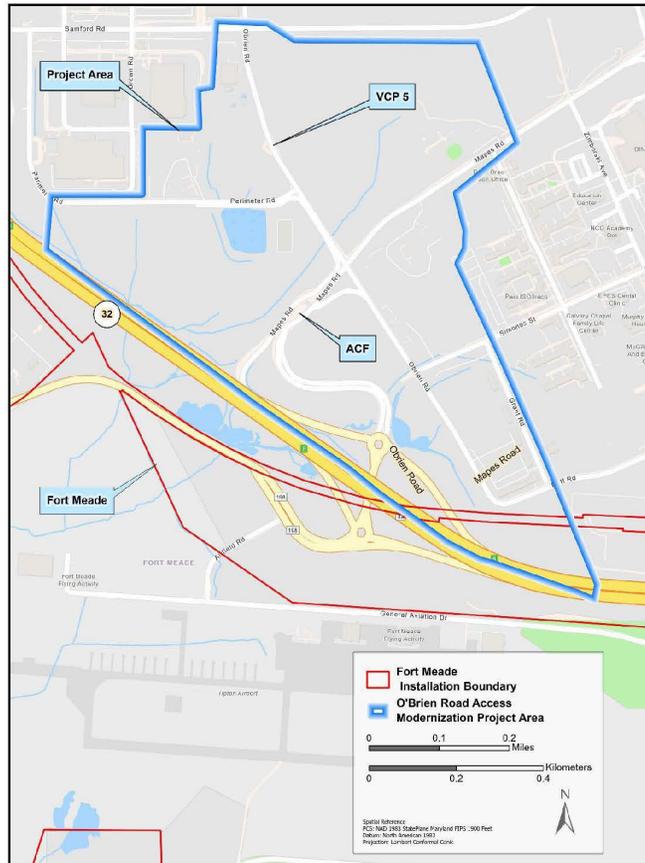
The existing Vehicle Control Inspection Facility (VCIF) and Vehicle Control Point 5 (VCP5) represent two significant entry points for access to the NSA campus. The main access from the southwest and Maryland Route 32 to Fort Meade and the NSA Campus occurs via the Fort Meade Mapes Road Access Control Facility (ACF). All these facilities require replacement due to process inefficiencies and insufficient capacity to meet current and future demand.

The Proposed Action would consist of: construction of a new VCIF with adjacent visitor control center; construction of a new Mail Screening Facility adjacent to the VCIF; construction of a new VCP5; reconfiguration of the Mapes Road ACF; roadway improvements to provide enhanced routing and separation of traffic between NSA and Fort Meade; and associated infrastructure including sidewalks, inspection canopies, dog kennels, surface parking areas, stormwater management facilities, and utilities.

Alternatives. Two alternatives are proposed to be analyzed, and are variations on the Proposed Action presenting slightly different routing and facility location options. Both alternatives would minimize impacts on sensitive environmental systems, such as wetlands, while maintaining mission efficiency for both the NSA and Fort Meade.

No Action Alternative. The EIS will also analyze a No Action Alternative to provide a baseline of the existing conditions against which potential environmental and socioeconomic impacts of the Proposed Action and alternative actions can be compared.

ORAM PROJECT AREA MAP



HOW TO MAKE COMMENTS

Pursuant to the Council on Environmental Quality's regulations, the Department of Defense (DoD) invites public participation in the NEPA process. Anyone wishing to provide comments, suggestions, or relevant information on the Proposed Action and alternatives may do so using one of the following methods.

By mail:
"ORAM EIS"
c/o HDR
2650 Park Tower Drive, Suite 400
Vienna, VA 22180

By email:
mailto:ORAM@hdrinc.com

Comments and related material on the Proposed Action and alternatives must be received by August 29, 2022, to be considered in the Draft EIS. If you submit a comment, include your name and address, and identify your comments as for the "ORAM EIS". Please be aware that written and oral statements could be published in the EIS. Private addresses will be compiled to develop a mailing list for those requesting copies of the Draft EIS or Final EIS. However, only the names of private citizens will appear in the EIS; personal addresses and phone numbers will not be published.

Opportunities for Making Comments throughout EIS Development



APPENDIX E
SCOPING MEETING PRESENTATION

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**ENVIRONMENTAL IMPACT STATEMENT
FOR THE
O'BRIEN ROAD ACCESS
MODERNIZATION (ORAM)
AT FORT MEADE**



THE NATIONAL ENVIRONMENTAL POLICY ACT

Background

The National Environmental Policy Act (NEPA) of 1969 was enacted to address concerns about environmental quality.

NEPA's main objectives are as follows:

- Ensure that Federal agencies evaluate the potential environmental impacts of proposed programs, projects, and actions before decisions are made to implement them.
- Inform the public of proposed Federal activities that have the potential to significantly affect environmental quality.
- Encourage and facilitate public involvement in the decision-making process.

What is an EIS?

An Environmental Impact Statement (EIS) is the most detailed analysis prescribed by the Council on Environmental Quality's regulations for implementing NEPA. An EIS is a detailed public document describing a proposed action, all alternative actions that were considered, and the environmental impacts of implementing a proposed action and reasonable alternatives.

Steps in the EIS Process



THE NATIONAL ENVIRONMENTAL POLICY ACT

Public Involvement

Opportunities to participate in the NEPA process include submitting scoping comments, submitting comments on the Draft EIS and Final EIS, and attending public meetings.

Agency Coordination

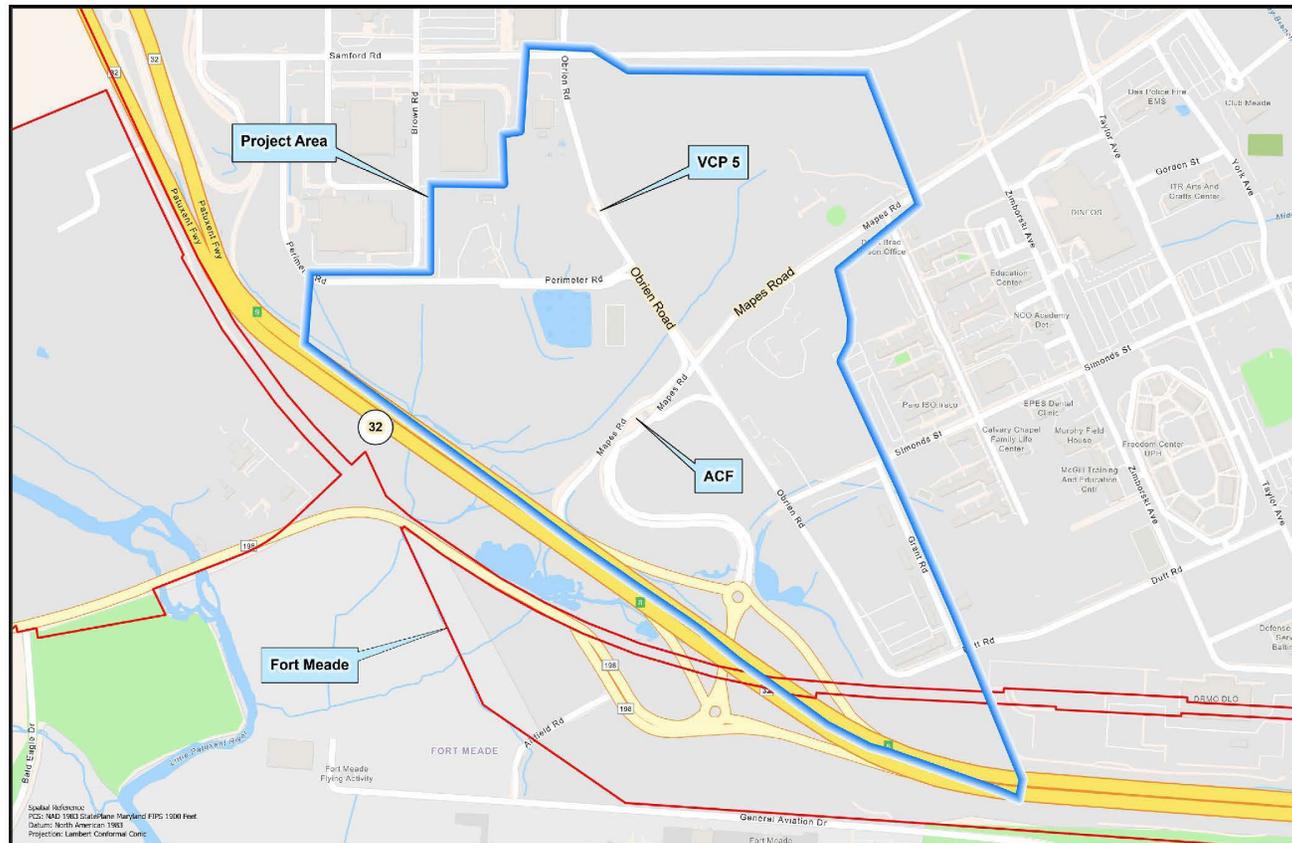
NEPA mandates that local, state, and Federal agencies within the affected project area be given the opportunity to comment on proposed actions. These agencies are asked to identify specific areas or issues that should be addressed in the EIS.

Steps in the EIS Process



Environmental Impact Statement for the
O'Brien Road Access Modernization at Fort Meade

ORAM PROJECT AREA MAP



Department of Defense



PROPOSED ACTION AND ALTERNATIVES

Introduction

The Department of Defense (DoD) proposes to renovate and upgrade inspection and access facilities for the National Security Agency's (NSA) campus on Fort George G. Meade, Maryland (Fort Meade). The facilities and associated roadway improvements would occur around the intersection of Mapes Road and O'Brien Road on the installation.

Proposed Action

The Proposed Action would consist of:

- Construction of a new Vehicle Control Inspection Facility (VCIF) with adjacent visitor control center
- Construction of a new mail screening facility adjacent to the VCIF
- Construction of a new Vehicle Control Point (VCP) 5
- Reconfiguration of the Mapes Avenue Access Control Facility
- Roadway improvements to provide enhanced routing and separation of traffic between NSA and Fort Meade
- Associated infrastructure including sidewalks, inspection canopies, dog kennels, surface parking areas, stormwater management facilities, and utilities.



PROPOSED ACTION AND ALTERNATIVES

Alternatives

Two alternatives are proposed to be analyzed, which are variations on the Proposed Action presenting slightly different routing and facility location options.

- Option 3A utilizes a double-lane roundabout for vehicle movement
- Option 3B utilizes an overpass for inbound vehicle entry

No Action Alternative. The EIS will also analyze a No Action Alternative to provide a baseline of the existing conditions against which potential environmental and socioeconomic impacts of the Proposed Action and alternative actions can be compared.



HOW TO MAKE COMMENTS

Comments can be sent by mail or email by August 29:

By mail:
ORAM EIS
c/o HDR
2650 Park Tower Drive, Suite 400
Vienna, VA 22180

By email:
<mailto:ORAM@hdrinc.com>

Opportunities for Making Comments throughout EIS Development



APPENDIX F
SCOPING COMMENTS

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From: [Kopec, Brett A](#)
To: [QRAM](#)
Cc: [Janowicz, Jon A](#)
Subject: Fw: ENVIRONMENTAL REVIEW (ER) NEW POSTING NOTIFICATION: ER22/0313 - Notice of Intent by the U.S. Department of Defense for the O'Brien Road Access Modernization - Fort Meade, Maryland
Date: Wednesday, July 13, 2022 8:48:50 AM

CAUTION: [EXTERNAL] This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Brett Kopec
USGS
Administrative Operations Assistant

From: Janowicz, Jon A <jjanowicz@usgs.gov>
Sent: Wednesday, July 13, 2022 8:43 AM
To: Kopec, Brett A <bkopec@usgs.gov>
Subject: Fw: ENVIRONMENTAL REVIEW (ER) NEW POSTING NOTIFICATION: ER22/0313 - Notice of Intent by the U.S. Department of Defense for the O'Brien Road Access Modernization - Fort Meade, Maryland

The USGS has no comment.

From: oepchq@ios.doi.gov <oepchq@ios.doi.gov>
Sent: Tuesday, July 12, 2022 11:10 PM
To: Alam, Shawn K <Shawn_Alam@ios.doi.gov>; Braegelmann, Carol <carol_braegelmann@ios.doi.gov>; Kelly, Cheryl L <cheryl_kelly@ios.doi.gov>; Voluck, Lauren B <lauren_voluck@ios.doi.gov>; Hathaway, Ryan S <ryan_hathaway@ios.doi.gov>; Yazzie, Harrilene J <Harrilene.Yazzie@bia.gov>; Howerton, B J <BJ.Howerton@bia.gov>; ERs, FWS HQ <FWS_HQ_ERs@fws.gov>; Runkel, Roxanne <Roxanne_Runkel@nps.gov>; Stedeford, Melissa <Melissa_Stedeford@nps.gov>; Hamlett, Stephanie R <shamlett@osmre.gov>; Gordon, Alison D <agordon@usgs.gov>; Janowicz, Jon A <jjanowicz@usgs.gov>; McGhee, Chester <Chester.McGhee@bia.gov>; oepchq@ios.doi.gov <oepchq@ios.doi.gov>; Raddant, Andrew <Andrew_Raddant@ios.doi.gov>; Lazinsky, Diane <Diane_Lazinsky@ios.doi.gov>
Subject: ENVIRONMENTAL REVIEW (ER) NEW POSTING NOTIFICATION: ER22/0313 - Notice of Intent by the U.S. Department of Defense for the O'Brien Road Access Modernization - Fort Meade, Maryland

This e-mail alerts you to a Environmental Review (ER) request from the Office of Environmental Policy and Compliance (OEPC). This ER can be accessed [here](#). To access electronic ERs visit the Environmental Assignments website: <https://ecl.doi.gov/ERs.cfm>. For assistance, please contact the Environmental Review Team at 202-208-5464.
Comments due to Agency by: 08/25/22

Larry Hogan, Governor
Boyd Rutherford, Lt. Governor



Robert S. McCord, Secretary
Sandy Schrader, Deputy Secretary

Maryland DEPARTMENT OF PLANNING

August 24, 2022

Mr. Jeffrey Williams, Sr. Environmental Engineer, NSA Sustainability and Environmental Compliance
National Security Agency Central Security Service
9800 Savage Road, Suite 6218
Fort Meade, MD 20755-6218

STATE CLEARINGHOUSE RECOMMENDATION

State Application Identifier: MD20220714-0603

Applicant: National Security Agency (NSA) Central Security Service

Project Description: Notice of Intent for Environmental Impact Statement (EIS): Proposed Action for the NSA O'Brien Road Access Modernization at Fort George G. Meade, Maryland Includes Construction/Reconfiguration/Renovation/Upgrades of Inspection and Access Facilities and Associated Infrastructure - <https://tinyurl.com/34s9pd89>

Project Address: O'Brien Road, Fort Meade, MD 20755

Project Location: Anne Arundel County

Recommendation: **Consistent with Qualifying Comments and Contingent Upon Certain Actions**

Dear Mr. Williams:

In accordance with Presidential Executive Order 12372 and Code of Maryland Regulation 34.02.02.04-.07, the State Clearinghouse has coordinated the intergovernmental review of the referenced project. This letter constitutes the State process review and recommendation.

Review comments were requested from the Maryland Departments of General Services, Natural Resources, Transportation, and the Environment; the Maryland Military Department; Anne Arundel County; and the Maryland Department of Planning, including the Maryland Historical Trust. The Maryland Department of General Services and the Maryland Military Department did not have comments.

The Maryland Departments of Natural Resources, and Transportation; Anne Arundel County; and the Maryland Department of Planning found this project to be consistent with their plans, programs, and objectives.

The Maryland Department of Planning provided the following comments:

“This notice of intent is for the completion of an Environmental Impact Statement to assess the potential effects associated with proposed access and infrastructure upgrades at NSA. The proposed project will increase efficiencies and capacity for required security processing of deliveries and traffic entering the NSA campus. Planning looks forward to reviewing the Draft EIS when it is completed. This project appears to be consistent with local plans to support Fort Meade and is located within a Priority Funding Area.”

Anne Arundel County provided the following general comments.

“Recreation and Parks [DRP]: DRP has no comments on this site. There is no park, trail or greenway along O’Brien Road. Tipton Airport and the Patuxent Environmental Research Center lie on the opposite side of Rt. 32.

Office of Planning and Zoning [OPZ]: OPZ has no concerns regarding the Notice of Intent for EIS and does not foresee significant impacts to the county.

Department of Public Works [DPW]: Has no concerns with this project.”

The Maryland Department of the Environment (MDE) found this project to be generally consistent with their plans, programs, and objectives, but included certain qualifying comments summarized below.

1. “Any above ground or underground petroleum storage tanks, which may be utilized, must be installed and maintained in accordance with applicable State and federal laws and regulations. Underground storage tanks must be registered and the installation must be conducted and performed by a contractor certified to install underground storage tanks by the Land and Materials Administration in accordance with COMAR 26.10. Contact the Oil Control Program at (410) 537-3442 for additional information.
2. If the proposed project involves demolition – Any above ground or underground petroleum storage tanks that may be on site must have contents and tanks along with any contamination removed. Please contact the Oil Control Program at (410) 537-3442 for additional information.
3. 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. Contact the Solid Waste Program at (410) 537-3315 for additional information regarding solid waste activities and contact the Resource Management Program at (410) 537-3314 for additional information regarding recycling activities.
4. The Solid Waste Program should be contacted directly at (410) 537-3315 by those facilities which generate or propose to generate or handle hazardous wastes to ensure these activities are being conducted in compliance with applicable State and federal laws and regulations. The Program should also be contacted prior to construction activities to ensure that the treatment, storage or disposal of hazardous wastes and low-level radioactive wastes at the facility will be conducted in compliance with applicable State and federal laws and regulations.
5. The proposed project may involve rehabilitation, redevelopment, revitalization, or property acquisition of commercial, industrial property. Accordingly, MDE's Brownfields Site Assessment and Voluntary Cleanup Programs (VCP) may provide valuable assistance to you in this project. These programs involve environmental site assessment in accordance with accepted industry and financial institution standards for property transfer. For specific information about these programs and eligibility, please contact the Land Restoration Program at (410) 537-3437.
6. Borrow areas used to provide clean earth back fill material may require a surface mine permit. Disposal of excess cut material at a surface mine may require site approval. Contact the Mining Program at (410) 537-3557 for further details.”

The Maryland Historical Trust stated that their finding of consistency is contingent upon the applicant's completion of the review process required under Section 106 of the National Historic Preservation Act, as follows: “Historic properties are located within the project area. NSA needs to consult directly with the Maryland Historical Trust / MD SHPO [State Historic Preservation Office] to complete the historic preservation review of this undertaking at Fort George G. Meade, pursuant to Section 106 of the National Historic Preservation Act of 1966, as amended. (ELR 202203263).”

Mr. Jeffrey Williams
August 24, 2022
Page 3
State Application Identifier: **MD20220714-0603**

The State Application Identifier Number must be placed on any correspondence pertaining to this project.

Please remember, you must comply with all applicable state and local laws and regulations. If you need assistance or have questions, contact the State Clearinghouse staff person noted above at 410-767-4490 or through e-mail at sylvia.mosser@maryland.gov.

Thank you for your cooperation with the Maryland Intergovernmental Review and Coordination process.

Sincerely,



Myra Barnes, Lead Clearinghouse Coordinator

MB:SM

cc:

Tony Redman - DNR
Amanda Rednales - MDE

Tyson Byrne - MDOT
Tanja Rucci - DGS

Kirk Yaukey - MILT
Stephen Walker - ANAR

Joseph Griffiths - MDPL
Beth Cole - MHT

22-0603_CRR CLS.docx

From: Dixie Henry -MDP- <dixie.henry@maryland.gov>
Sent: Thursday, August 18, 2022 9:33 AM
To: Becky Roman -MDP-
Cc: ORAM; Beth Cole -MDP-; Glodek, Jerald W CIV USARMY USAG (USA)
Subject: Re: O'Brian Road Access Modernization, NSA at Fort Meade, MD

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Please note that our comments should have read that "site 18AN1240 be avoided and preserved in place, and that protective fencing be installed with a **20 foot** buffer around the entirety of the site," -- NOT a 2 foot buffer....

Thanks -

- Dixie

\$



Dixie L. Henry, Ph.D.

Preservation Officer, Project Review and Compliance

Maryland Historical Trust

Maryland Department of Planning

100 Community Place

Crownsville, MD 21032

dixie.henry@maryland.gov / 410-697-9553

mht.maryland.gov

[Please take our customer service survey.](#)

To check on the status of a project submittal, please use our online search: <https://mht.maryland.gov/complianceLog/ComplianceLogSearch.aspx>.

On Mon, Aug 15, 2022 at 1:04 PM Becky Roman -MDP- <becky.roman@maryland.gov> wrote:

Jeffrey D. Williams
Sr. Environmental Engineer
NSA Sustainability and Environmental Compliance

Good afternoon,

Thank you for your recent letter announcing NSA's intent to prepare an EIS for the above referenced undertaking, received by the Maryland Historical Trust (MHT) on July 13, 2022 (log 202203170). According to project information available on the project website, the undertaking involves replacement and relocation of NSA campus vehicle access along O'Brien and Mapes Roads at Fort George G. Meade. As Maryland's State Historic Preservation Office, MHT staff have reviewed the project information pursuant to Section 106 of the National Historic Preservation Act, as amended, and provide the following comments.

Archeology: The project is located in a portion of Fort George G. Meade that has been subjected to past cultural resources studies. MHT files indicate that archeological site 18AN1240 is located in the vicinity of VCP 5. We have recommended in past consultation for proposed road improvements along O'Brien Road (2016) that site 18AN1240 be avoided and preserved in place, and that protective fencing be installed with a 2- foot buffer around the entirety of the site in an effort to protect it from inadvertent impacts during staging and construction.

Historic Structures and Landscapes: MHT files indicate that the project area encompasses a portion of Fort Meade that has been subject to past Section 110 surveys by the Army. One NRHP eligible property is located within the project area, the Fort Meade Water Treatment Plant/Building 8688 (Maryland Inventory of Historic Properties #AA-50). We recommend that direct impacts to this historic property be avoided through project design to avoid possible adverse effects on historic properties.

General Comments and Next Steps: The recent letter did not indicate if NSA would use the NEPA process to fulfill its Section 106 requirements in lieu of the standard review process in 36 CFR 800.3 through 800.6. NSA needs to formally initiate Section 106 review for this undertaking through direct submission to our office, Fort George G. Meade, and other involved parties. This submission to MHT can be made by email with attachments to Beth Cole, Administrator of Review and Compliance, at beth.cole@maryland.gov.

The project website provided a project area map, but no map showing the proposed design/location of the two build alternatives under consideration. To assist with our review, maps and plans of the build alternatives should be provided with the submission.

Thank you for providing us this initial opportunity for comment. We look forward to further consultation with NSA and other involved parties to complete the historic preservation review of this undertaking. If you have questions or need further assistance, please contact Dixie Henry at dixie.henry@maryland.gov (for Archeology) and Becky Roman at becky.roman@maryland.gov (for historic structures and landscapes).

Sincerely,



Becky Roman

Preservation Officer, Project Review and Compliance

Maryland Historical Trust

Maryland Department of Planning

100 Community Place, 3rd Floor, Crownsville, MD 21032

becky.roman@maryland.gov

P. 410.697.9587

MHT.Maryland.gov

[Please take our customer service survey.](#)

From: [Jesse Bergevin](#)
To: [ORAM](#)
Subject: O'Brien Road Access Modernization at Fort George G. Meade
Date: Tuesday, August 16, 2022 10:43:21 AM

CAUTION: [EXTERNAL] This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

The Oneida Indian Nation (the "Nation") has reviewed the materials provided by the National Security Agency regarding the O'Brien Road Access Modernization project (the "Project") at Fort George G. Meade in Maryland. The Nation has no comments regarding this Project and does not wish to be a Section 106 consulting party for it.

Please let me know if there are any questions.

Best Regards,

JESSE BERGEVIN
Historical Resources Specialist

ONEIDA INDIAN NATION

P: 315.829.8463
2037 Dream Catcher Plaza
Oneida, NY 13421



From: [Deeley, Sabrina M](#)
To: [GRAM](#)
Cc: [Li, Ray](#); [ERs, FWS HQ](#)
Subject: RE: ENVIRONMENTAL REVIEW (ER) NEW POSTING NOTIFICATION: ER22/0313 - Notice of Intent by the U.S. Department of Defense for the O'Brien Road Access Modernization - Fort Meade, Maryland
Date: Wednesday, August 24, 2022 9:29:20 AM

CAUTION: [EXTERNAL] This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Good morning,

Our response to this ER notification is:

The project has the potential to impact habitat used by species listed and currently under review by the Service for listing under the Endangered Species Act. However, impacts are unclear at this phase of the project. We encourage USACE and Ft Meade to use the USFWS Information for Planning and Consultation ([IPaC](#)) system to generate an official species list for their consideration in project design. Once the project details are developed, USACE/Ft Meade should update IPaC, which can be used to evaluate potential impacts and need for further consultation with the Chesapeake Bay Field Office.

Please let us know if you have any questions or concerns.

Thank you,
Sabrina

Sabrina Deeley, PhD
Fish and Wildlife Biologist
Chesapeake Bay Field Office
U.S. Fish and Wildlife Service
Office: 410-573-4535
Sabrina_Deeley@fws.gov

From: ERs, FWS HQ <FWS_HQ_ERs@fws.gov>
Sent: Wednesday, July 13, 2022 10:05 AM
To: Li, Ray <ray_li@fws.gov>; Simon, Spencer <spencer_simon@fws.gov>; Jahn, Kathryn <kathryn_jahn@fws.gov>
Cc: Thatcher, Ben <ben_thatcher@fws.gov>
Subject: Fw: ENVIRONMENTAL REVIEW (ER) NEW POSTING NOTIFICATION: ER22/0313 - Notice of Intent by the U.S. Department of Defense for the O'Brien Road Access Modernization - Fort Meade, Maryland

Project Title: Notice of Intent by the U.S. Department of Defense for the O'Brien Road Access

Modernization - Fort Meade, Maryland

FWS Directions:

FO - Comments due to DOD (ORAM@hdrinc.com) by 8/25/22.

Provide a copy of comments to HQ Branch of Environmental Review (FWS_HQ_ERs@fws.gov).

Thank you,

HQ Branch of Environmental Review*

*We check this inbox regularly. If you have time-sensitive questions, please contact:

Frankie Green
Fish and Wildlife Biologist
U.S. Fish and Wildlife Service
[Branch of Environmental Review](#)
5275 Leesburg Pike
Falls Church, VA 22041-3803
(703) 358-1884

From: oepchq@ios.doi.gov <oepchq@ios.doi.gov>

Sent: Tuesday, July 12, 2022 11:10 PM

To: Alam, Shawn K <Shawn_Alam@ios.doi.gov>; Braegelmann, Carol <carol_braegelmann@ios.doi.gov>; Kelly, Cheryl L <cheryl_kelly@ios.doi.gov>; Voluck, Lauren B <lauren_voluck@ios.doi.gov>; Hathaway, Ryan S <ryan_hathaway@ios.doi.gov>; Yazzie, Harrilene J <Harrilene.Yazzie@bia.gov>; Howerton, B J <BJ.Howerton@bia.gov>; ERs, FWS HQ <FWS_HQ_ERs@fws.gov>; Runkel, Roxanne <Roxanne_Runkel@nps.gov>; Stedeford, Melissa <Melissa_Stedeford@nps.gov>; Hamlett, Stephanie R <shamlett@osmre.gov>; Gordon, Alison D <agordon@usgs.gov>; Janowicz, Jon A <jjanowicz@usgs.gov>; McGhee, Chester <Chester.McGhee@bia.gov>; oepchq@ios.doi.gov <oepchq@ios.doi.gov>; Raddant, Andrew <Andrew_Raddant@ios.doi.gov>; Lazinsky, Diane <Diane_Lazinsky@ios.doi.gov>

Subject: ENVIRONMENTAL REVIEW (ER) NEW POSTING NOTIFICATION: ER22/0313 - Notice of Intent by the U.S. Department of Defense for the O'Brien Road Access Modernization - Fort Meade, Maryland

This e-mail alerts you to a Environmental Review (ER) request from the Office of Environmental Policy and Compliance (OEPC). This ER can be accessed [here](#).

To access electronic ERs visit the Environmental Assignments website:
<https://ecl.doi.gov/ERs.cfm>. For assistance, please contact the Environmental Review Team at
202-208-5464.

Comments due to Agency by: 08/25/22



**UNITED STATES ENVIRONMENTAL PROTECTION AGENCY
REGION III
1650 Arch Street
Philadelphia, Pennsylvania 19103-2029**

August 25, 2022

Mr. Jeffrey Williams
Sr. Environmental Engineer
9800 Savage Road, Suite 6272
Fort George G. Meade, MD 20755-6000

HDR 2650
Park Tower Drive, Suite 400,
Vienna, VA 22180

RE: Scoping to Prepare an Environmental Impact Statement for the O'Brien Road Access Modernization (ORAM) within the Fort Meade Complex

Dear Mr Williams.:

The U.S. Environmental Protection Agency (EPA) reviewed the notice posted on July 11, 2022, regarding the preparation of an Environmental Impact Statement (EIS or Study) by the Department of Defense (DoD) to analyze the potential impacts of proposed access and infrastructure upgrades at the National Security Agency's (NSA) campus on Fort George G. Meade in Maryland. Thank you for providing this notice.

As described, the proposed action would consist of: construction of a new Vehicle Control Inspection Facility (VCIF) with adjacent visitor control center; construction of a new Mail Screening Facility (MSF); construction of a new Vehicle Control Point 5 (VCP5); reconfiguration of the Mapes Road Access Control Facility (ACF); roadway improvements; and associated infrastructure including sidewalks, inspection canopies, dog kennels, surface parking areas, stormwater management facilities, utilities, and related infrastructure.

In accordance with the National Environmental Policy Act (NEPA) of 1969, Section 309 of the Clean Air Act and the Council on Environmental Quality (CEQ) regulations implementing NEPA (40 CFR 1500-1508), EPA is providing comments for your consideration in the development of the EIS. However, the detail provided regarding the project components, boundaries, and alternatives in the Notice of Intent (NOI) is limited. Based on the information provided in the NOI, EPA is providing general guidance for resource areas to include in the EIS.

We understand that designs may be preliminary, and some information may not be publicly available, but we recommend being as transparent as possible regarding potential impacts. It would be helpful to clearly identify on and off-site resources, goals, and constraints. We recommend that the Study discuss existing and proposed conditions to the extent possible, including detail regarding sensitive environmental resources such as streams and wetlands, vegetation, and nearby communities. This will inform evaluation of effects and appropriate minimization and mitigation efforts. Needs, goals

and development constraints and restrictions for facilities should be outlined to inform assessment of alternatives. Additional recommendations are in the attached enclosure.

We request that you share the draft EIS with EPA and recommend coordination with applicable agencies prior to release of the draft to ensure that any concerns regarding assessment types, methodologies, or data collection are addressed early in the planning process.

We are looking forward to working with you as more information becomes available. We would be happy to participate in an agency meeting or in other discussions regarding the project. Please feel free to contact Carrie Traver of my staff at 215-814-2772 or traver.carrie@epa.gov should you have any questions.

Sincerely,

**STEPAN
NEVSHEHIRLIAN**

Digitally signed by STEPAN
NEVSHEHIRLIAN
Date: 2022.08.25 16:51:05
-04'00'

Stepan Nevshehirlian
Environmental Assessment Branch Chief
Office of Communities, Tribes & Environmental
Assessment

O'Brien Road Access Modernization (ORAM) within the Fort Meade Complex EIS Scoping

EPA has the following recommendations for consideration in the development of the EIS:

Purpose and Need

The NOI indicates that the purpose of the proposed project is to increase efficiencies and capacity for security processing of deliveries and traffic entering the NSA campus. A number of facilities and infrastructure are proposed. To support the purpose and need to inform the alternatives, we recommend that the existing conditions, challenges, and the specific types of facilities necessary be clearly explained. Constraints relating to the location or configuration of the facilities should also be discussed.

Alternatives Analysis

The examination and comparison of the alternatives under consideration is a critical element of an EIS and the details of each alternative, including the “no action” alternative, should be clearly presented in a comparative form.

The NOI indicates that it is anticipated that two build alternatives will be analyzed in detail through the EIS along with the No Action Alternative. It is unclear at this time if other alternatives or sub-alternatives have been previously evaluated. The EIS should include a discussion of reasons alternatives that have been considered but were dismissed would not meet the purpose and need.

Wetlands and Streams

Tributaries to the Little Patuxent River, wetlands, and open waters are mapped on the site. The project appears to be in proximity to the Little Patuxent River and its associated wetlands. As part of the impact assessment, we recommend that aquatic resources on or immediately surrounding the site be delineated and characterized. Potential permanent and temporary impacts to streams and watersheds should be assessed in the EIS.

- In accordance with Section 404 of the Clean Water Act, impacts to aquatic resources should be avoided or minimized whenever possible. EPA supports road alignments and facilities that avoid direct and indirect impacts to streams and wetlands.
- To determine the impacts, the extent of streams should be mapped and wetlands on the site should be delineated according to the 1987 Corps of Engineers Wetlands Delineation Manual (“the 1987 Manual”) and the Regional Supplement to the Corps of Engineers Wetland Delineation Manual.
- We recommend that information regarding onsite wetlands be included in the EIS, such as the area of the wetlands, vegetation, sources of hydrology, and the expected area of any direct or indirect impacts. If impacts to wetlands are planned or likely, we recommend including an analysis of the wetland’s functions and values to document baseline conditions and establishing a point of reference for future mitigation actions.
- If permanent stream or wetland impacts are anticipated, a mitigation plan that compensates for lost or reduced functions and values may be needed.

As a number of streams are located in the vicinity of the proposed action, the EIS would benefit from a discussion of expected temporary and permanent impacts to biological, physical, and chemical characteristics of aquatic ecosystems from the construction and operation of facilities. Potential impacts

not only include fill, but the construction, relocation, replacement, or expansion of road crossings, installation of new or upgraded utilities, and stormwater discharges.

- Existing culvert crossings may be undersized or create barriers to passage for aquatic fauna and wildlife. We recommend that any existing culverts that may be used or extended be assessed to ensure that impacts and barriers are not created or exacerbated.
- Mitigative actions to improve the quality and functioning of stream and wetland resources onsite, such as upgrading inadequate road crossings and providing additional capacity for wildlife passage may provide beneficial impacts.

Water Quality

The proposed action includes construction of a new Vehicle Control Inspection Facility (VCIF) and adjacent visitor control center, a new Mail Screening Facility (MSF) and a new Vehicle Control Point 5 (VCP5) along with roadway improvements, sidewalks, inspection canopies, dog kennels, surface parking areas, and related infrastructure as well as reconfiguration of the Mapes Road Access Control Facility (ACF). It is unclear if any existing facilities will be demolished, but the list of activities suggests that the proposed action is likely to increase impervious area. Stormwater runoff is one of the leading sources of water pollution in the United States and high percentages of impervious surfaces are linked to aquatic resource degradation and impairment.

EPA recommends minimizing construction of additional net and effective impervious area. Where possible, we support reducing impacts to the watershed by building on previously developed areas, minimizing construction of new impervious area, using pervious paving options, removing unused impervious areas, and examining opportunities to add or enhance green infrastructure to reduce stormwater runoff.

Stormwater should be considered carefully in light of existing water quality impairments in the watershed. (The HUC12 appears to be 020600060203, Towsers Branch-Little Patuxent River.) While stormwater facilities are included in the proposed action, we recommend that the EIS outline specific measures expected to protect surface waters, including post-construction stormwater management. As part of this analysis, it would be helpful to discuss how the proposed stormwater management facilities will protect water quality by addressing pollutants such as runoff from parking lots and roadways including thermal impacts, heavy metals, and petroleum/oils.

We recommend evaluation of opportunities to protect or enhance native vegetation, preserve natural drainage patterns, and/or mitigate existing impacts. We also support the construction of vegetation-based stormwater best management practices (BMPs) to provide water quality protection along with co-benefits such as habitat and aesthetic enhancement.

Green Infrastructure and Low Impact Development

EPA encourages and promotes principles of sustainable design, which recognizes the interconnection of human resources and natural resources, and considers both in site and building design, energy management, water supply, waste prevention, and facility maintenance and operation. The incorporation of Low Impact Development (LID) and green infrastructure components could be beneficial to reduce runoff volume and improve water quality. We suggest considering options to reduce impact from development and to enhance efficiency of buildings, such as water collection and storage from roof areas, solar panels, and green roof installations.

Guidance and resources for implementing green infrastructure practices and LID can be found at the following sites: <https://19january2017snapshot.epa.gov/sites/production/files/2015-09/documents/eisa-438.pdf>; www.epa.gov/greeninfrastructure; www.epa.gov/nps/lid; www.epa.gov/smartgrowth <http://www.bmpdatabase.org>

Wildlife and Biological Resources

Impacts to species should be clearly evaluated, and consultation with appropriate federal and state agencies should be documented in the EIS. Impacts to wildlife that may occur from construction of facilities may include: vegetation clearing, noise and disturbance, bird mortality from window strikes (see <https://www.fws.gov/birds/bird-enthusiasts/threats-to-birds/collisions/buildings-and-glass.php>), barriers to movement, lighting, and installation of nonnative vegetation.

To reduce habitat impacts and to preserve other ecological functions such as stormwater retention and water quality protection, we recommend avoiding impacts to existing forested areas and large trees where possible, especially in riparian areas. We recommend that tree assessment data and a mitigation plan that identifies where tree replacement will be conducted be included in the EIS. We recommend evaluating opportunities for onsite riparian buffer enhancement.

The EIS would benefit from an evaluation of the Project's potential for dispersal of invasive species and a discussion of avoidance or mitigation actions that are expected to reduce impacts during construction and maintenance.

Air Quality

EPA has established National Ambient Air Quality Standards (NAAQS) for six contaminants under the requirements of the Clean Air Act (CAA), referred to as criteria pollutants. The EIS should identify whether the area is in attainment, nonattainment, or maintenance for each criteria pollutant standard.

Under the general conformity rule, reasonably foreseeable direct and indirect emissions associated with all operational and construction activities, must be quantified and compared to the de minimis levels in nonattainment or maintenance areas. We recommend the EIS include a conformity applicability analysis or determination in accordance with the guidance provided in Determining Conformity of General Federal Actions to State or Federal Implementation Plans.

Climate Change

EPA encourages considering incorporating energy efficient heating and cooling systems and lighting. We recommend that greenhouse gas (GHG) generation from construction and operation of the facility be assessed and suggest outlining BMPs that will be implemented to reduce GHG emissions during construction and operation.

EPA recommends indicating how the project components, including stormwater management facilities, will be designed to be durable in light of climate change impacts such as higher intensity storm events and increased flooding.

Groundwater and Water Use

We recommend that the EIS indicate estimated water usage and source(s) of water for the proposed facilities and indicate whether any potential groundwater impacts are anticipated from construction of the facilities or from loss of recharge.

Utilities

The EIS would benefit from a discussion of the above-ground or underground utilities that will be required for the Project, their location on or off-site, the capacity of the infrastructure, and temporary or permanent impacts to resources associated with construction or operation.

Wastes and Hazardous Wastes

We recommend that the EIS describe any known soil or groundwater contamination or hazardous materials located within the study area, including asbestos-containing materials, lead-based paint, oil and others. We recommend including the results of any investigations. If unknown, we recommend indicating when studies will be conducted.

- If applicable, the EIS should discuss potential impacts from construction and any remedial actions, including expected methods and disposal locations.
- The potential for spills during construction and operation, including spill prevention systems and plans, should also be described.

Traffic

The NOI indicates that changes in Fort Meade traffic distribution have resulted in extensive delays for inspection and access. As this appears to be one of the factors driving the proposal, on and off-site traffic analyses will be a key component of the EIS.

Activities include reconfiguration of the Mapes Road ACF, roadway improvements to provide enhanced routing and separation of traffic between NSA and Fort Meade, and associated infrastructure. Potential impacts on local communities and Fort Meade from relocated or expanded roadways should be analyzed, including safety, noise, and air quality effects. Impacts could be beneficial by reducing congestion and idling or could shift traffic to new locations and create noise and safety concerns.

Noise and Aesthetics

In addition to traffic, we recommend that any other potential impacts from new or relocated facilities such as noise, lighting, and aesthetic or visual impacts during construction and operation be evaluated. Considerations to evaluate include distance to receptors, buffers, topography, direction, and screening.

If potential impacts may occur, it would be helpful to identify potentially impacted properties and measures (such as time of day restrictions and barriers for noise and architectural components, screening for visual effects, etc.) that could be used to reduce or mitigate impacts. If impacts on communities are likely, EPA also suggests developing an outreach and communication plan.

Environmental Justice

An assessment should be conducted to identify whether potential environmental justice (EJ) issues may be present near the project area and whether communities with EJ concerns may be impacted, and whether those communities may be disproportionately impacted by Project activities, including noise and traffic during construction and operation.

Methodologies are discussed by several agencies including CEQ. For example, see https://www.epa.gov/sites/default/files/2015-02/documents/ej_guidance_nepa_ceq1297.pdf and <https://www.epa.gov/environmentaljustice/ej-iwg-promising-practices-ej-methodologies-nepa-reviews>. EPA's environmental justice screening tool, **EJSCREEN**, can be utilized for screening for potential areas of EJ concern. EJSCREEN can be accessed at: <https://www.epa.gov/ejscreen>. EJSCREEN provides demographic information on the census block group level. A census block group is the smallest geographical unit for which the United States Census Bureau publishes data. We recommend using this level of data to screen for potential communities. In addition to identifying low-income and/or minority communities, we also suggest identification of potential vulnerabilities such as health disparities and existing pollutant exposures.

This identification should inform appropriate outreach to affected communities to assure that communication regarding project development reaches citizens in an appropriate way and their feedback is fully considered.

We note that EJScreen shows that a number of block groups to the west of Fort Meade have higher percentage of people of color in comparison with both the nation and state. Further, EJScreen indicates that block group 240037515002 is in the 80th percentile nationally for linguistic isolation and less than high school education.

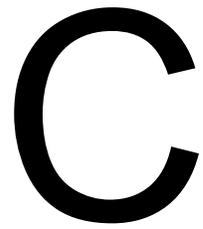
Socioeconomic Impacts

The EIS should include a discussion of any community and socioeconomic impacts of the Project, including the number of people, employees and/or jobs impacted as a result of the Project and address its effect on tax base, local housing, job markets, schools, utilities, businesses, property values, etc.

Cultural Resources

We support early engagement with the State Historic Preservation Office (SHPO) to avoid and minimize potential adverse effects from any of the proposed activities on resources and recommend that the EA indicate the status of the consultation under Section 106 of the National Historic Preservation Act of 1966.

We recommend that the EIS identify potential historic, archeological, or cultural resources that may be known in or in proximity to the proposed action or any investigations that will be conducted. If impacts may occur from any of the proposed activities, including viewshed impacts, we recommend potential impacts be indicated along with any proposed mitigation or minimization measures that may be taken.

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Air Quality Analysis
Supporting Documentation

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Appendix C: Air Quality Analysis Supporting Documentation

C.1 Emissions Estimations Methodology

The DoD has considered net emissions generated from all sources of air emissions that may be associated with the Proposed Action. More specifically, project-related direct emissions would result from the following:

- *Site preparation, demolition, and construction activities* – Use of heavy construction equipment, worker vehicles traveling to and from the project area, use of paints and architectural coatings, paving off gases, and fugitive dust from ground disturbance.

Emissions factors are representative values that attempt to relate the quantity of a pollutant released with the activity associated with the release of that pollutant. These factors are usually expressed as the weight of pollutant emitted per unit weight, volume, distance, or duration of the pollutant emitting activity. In most cases, these factors are simply an average of all available data of acceptable quality and are generally assumed to be representative of long-term averages for all emitters in the source category. The emission factors presented in this appendix are generally from the *Compilation of Air Pollutant Emission Factors* (AP-42) and *WebFIRE* (USEPA's online emissions factor database).

All direct and indirect emissions associated with the Proposed Action were estimated. Construction emissions were estimated using predicted equipment use for demolition, site grading, trenching/excavation, construction, architectural coatings, and paving.

The construction period would involve the use of various non-road equipment, power generators, and trucks. Pieces of equipment to be used for building construction include, but are not limited to, backhoes, loaders, excavators, air compressors, chain saws, chipping machines, dozers, cranes, pavers, graders, rollers, and heavy trucks. Information regarding the number of pieces and types of construction equipment to be used on the project, the schedule for deployment of equipment (monthly and annually), and the approximate daily operating time (including power level or usage factor) were estimated for each individual construction project based on a schedule of construction activity.

The following on-road vehicle type abbreviations and their definitions are used throughout this appendix.

- LDGV: Light-Duty Gasoline Vehicle (Passenger Cars)
- LDGT: Light-Duty Gasoline Truck (0–8,500 Pounds Gross Vehicle Weight Rating [GVWR])
- HDGV: Heavy-Duty Gasoline Vehicle (8,501 to > 60,000 Pounds GVWR)
- LDDV: Light-Duty Diesel Vehicle (Passenger Cars)
- LDDT: Light-Duty Diesel Truck (0–8,500 Pounds GVWR)
- HDDV: Heavy-Duty Diesel Vehicle (8,501 to > 60,000 Pounds GVWR)
- MC: Motorcycles (Gasoline)

C.1.1 Construction – Demolition Phase

C.1.1.1 Assumptions

Average days worked per week: 5

Construction Exhaust

Equipment Name	Number Of Equipment	Hours per Day
Concrete/Industrial Saws Composite	1	8
Rubber Tired Dozers Composite	1	1
Tractors/Loaders/Backhoes Composite	2	6

Vehicle Exhaust

Average Hauling Truck Capacity (yd³): 20

Average Hauling Truck Round Trip Commute (mile): 20

Vehicle Exhaust Vehicle Mixture (%)

	LDGV	LDGT	HDGV	LDDV	LDDT	HDDV	MC
POVs	0	0	0	0	0	100.00	0

Worker Trips

Average Worker Round Trip Commute (mile): 20

Worker Trips Vehicle Mixture (%)

	LDGV	LDGT	HDGV	LDDV	LDDT	HDDV	MC
POVs	50.00	50.00	0	0	0	0	0

C.1.1.2 Emission Factors

Construction Exhaust Emission Factors (lb/hour)

Concrete/Industrial Saws Composite								
	VOC	SO _x	NO _x	CO	PM 10	PM 2.5	CH ₄	CO ₂ e
Emission Factors	0.0336	0.0006	0.2470	0.3705	0.0093	0.0093	0.0030	58.539
Rubber Tired Dozers Composite								
	VOC	SO _x	NO _x	CO	PM 10	PM 2.5	CH ₄	CO ₂ e
Emission Factors	0.1671	0.0024	1.0824	0.6620	0.0418	0.0418	0.0150	239.45
Tractors/Loaders/Backhoes Composite								
	VOC	SO _x	NO _x	CO	PM 10	PM 2.5	CH ₄	CO ₂ e
Emission Factors	0.0335	0.0007	0.1857	0.3586	0.0058	0.0058	0.0030	66.872

Vehicle Exhaust & Worker Trips Emission Factors (grams/mile)

	VOC	SO _x	NO _x	CO	PM 10	PM 2.5	Pb	NH ₃	CO ₂ e
LDGV	000.192	000.002	000.099	002.870	000.004	000.004	000.000	000.024	00303.869
LDGT	000.209	000.003	000.175	003.239	000.006	000.005	000.000	000.026	00396.310
HDGV	000.856	000.006	000.851	013.446	000.024	000.021	000.000	000.051	00912.039
LDDV	000.074	000.001	000.080	003.109	000.003	000.002	000.000	000.008	00307.078
LDDT	000.081	000.001	000.120	002.137	000.003	000.003	000.000	000.009	00358.668
HDDV	000.118	000.004	002.424	001.549	000.042	000.039	000.000	000.032	01234.892
MC	002.457	000.003	000.660	012.092	000.022	000.020	000.000	000.054	00389.894

C.1.1.3 Formulas**Fugitive Dust Emissions per Phase**

$$PM10_{FD} = (0.00042 * BA * BH) / 2000$$

PM10_{FD}: Fugitive Dust PM 10 Emissions (TONs)

0.00042: Emission Factor (lb/ft³)

BA: Area of Building to be demolished (ft²)

BH: Height of Building to be demolished (ft)

2000: Conversion Factor pounds to tons

Construction Exhaust Emissions per Phase

$$CEE_{POL} = (NE * WD * H * EF_{POL}) / 2000$$

CEE_{POL}: Construction Exhaust Emissions (TONs)

NE: Number of Equipment

WD: Number of Total Workdays (days)

H: Hours Worked per Day (hours)

EF_{POL}: Emission Factor for Pollutant (lb/hour)

2000: Conversion Factor pounds to tons

Vehicle Exhaust Emissions per Phase

$$VMT_{VE} = BA * BH * (1 / 27) * 0.25 * (1 / HC) * HT$$

VMT_{VE}: Vehicle Exhaust Vehicle Miles Travel (miles)

BA: Area of Building being demolish (ft²)

BH: Height of Building being demolish (ft)

(1 / 27): Conversion Factor cubic feet to cubic yards (1 yd³ / 27 ft³)

0.25: Volume reduction factor (material reduced by 75% to account for air space)

HC: Average Hauling Truck Capacity (yd³)

(1 / HC): Conversion Factor cubic yards to trips (1 trip / HC yd³)

HT: Average Hauling Truck Round Trip Commute (mile/trip)

$$V_{POL} = (VMT_{VE} * 0.002205 * EF_{POL} * VM) / 2000$$

V_{POL}: Vehicle Emissions (TONs)

VMT_{VE}: Vehicle Exhaust Vehicle Miles Travel (miles)

0.002205: Conversion Factor grams to pounds

EF_{POL}: Emission Factor for Pollutant (grams/mile)

VM: Vehicle Exhaust On Road Vehicle Mixture (%)

2000: Conversion Factor pounds to tons

Worker Trips Emissions per Phase

$$VMT_{WT} = WD * WT * 1.25 * NE$$

VMT_{WT}: Worker Trips Vehicle Miles Travel (miles)

WD: Number of Total Workdays (days)

WT: Average Worker Round Trip Commute (mile)

1.25: Conversion Factor Number of Construction Equipment to Number of Works

NE: Number of Construction Equipment

$$V_{POL} = (VMT_{WT} * 0.002205 * EF_{POL} * VM) / 2000$$

V_{POL} : Vehicle Emissions (TONs)

VMT_{WT} : Worker Trips Vehicle Miles Travel (miles)

0.002205: Conversion Factor grams to pounds

EF_{POL} : Emission Factor for Pollutant (grams/mile)

VM: Worker Trips On Road Vehicle Mixture (%)

2000: Conversion Factor pounds to tons

C.1.2 Construction – Site Grading Phase

C.1.2.1 Assumptions

Average days worked per week: 5

Construction Exhaust

Equipment Name	Number Of Equipment	Hours Per Day
Excavators Composite	1	8
Graders Composite	1	8
Other Construction Equipment Composite	1	8
Rubber Tired Dozers Composite	1	8
Scrapers Composite	3	8
Tractors/Loaders/Backhoes Composite	3	8

Vehicle Exhaust

Average Hauling Truck Capacity (yd³): 20

Average Hauling Truck Round Trip Commute (mile): 20

Vehicle Exhaust Vehicle Mixture (%)

	LDGV	LDGT	HDGV	LDDV	LDDT	HDDV	MC
POVs	0	0	0	0	0	100.00	0

Worker Trips

Average Worker Round Trip Commute (mile): 20

Worker Trips Vehicle Mixture (%)

	LDGV	LDGT	HDGV	LDDV	LDDT	HDDV	MC
POVs	50.00	50.00	0	0	0	0	0

C.1.2.2 Emission Factors

Construction Exhaust Emission Factors (lb/hour)

Excavators Composite								
	VOC	SO _x	NO _x	CO	PM 10	PM 2.5	CH ₄	CO _{2e}
Emission Factors	0.0559	0.0013	0.2269	0.5086	0.0086	0.0086	0.0050	119.70
Graders Composite								
	VOC	SO _x	NO _x	CO	PM 10	PM 2.5	CH ₄	CO _{2e}
Emission Factors	0.0676	0.0014	0.3314	0.5695	0.0147	0.0147	0.0061	132.89
Other Construction Equipment Composite								
	VOC	SO _x	NO _x	CO	PM 10	PM 2.5	CH ₄	CO _{2e}
Emission Factors	0.0442	0.0012	0.2021	0.3473	0.0068	0.0068	0.0039	122.60

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Rubber Tired Dozers Composite								
	VOC	SO _x	NO _x	CO	PM 10	PM 2.5	CH ₄	CO _{2e}
Emission Factors	0.1671	0.0024	1.0824	0.6620	0.0418	0.0418	0.0150	239.45
Scrapers Composite								
	VOC	SO _x	NO _x	CO	PM 10	PM 2.5	CH ₄	CO _{2e}
Emission Factors	0.1495	0.0026	0.8387	0.7186	0.0334	0.0334	0.0134	262.81
Tractors/Loaders/Backhoes Composite								
	VOC	SO _x	NO _x	CO	PM 10	PM 2.5	CH ₄	CO _{2e}
Emission Factors	0.0335	0.0007	0.1857	0.3586	0.0058	0.0058	0.0030	66.872

Vehicle Exhaust & Worker Trips Emission Factors (grams/mile)

	VOC	SO _x	NO _x	CO	PM 10	PM 2.5	Pb	NH ₃	CO _{2e}
LDGV	000.192	000.002	000.099	002.870	000.004	000.004	000.000	000.024	00303.869
LDGT	000.209	000.003	000.175	003.239	000.006	000.005	000.000	000.026	00396.310
HDGV	000.856	000.006	000.851	013.446	000.024	000.021	000.000	000.051	00912.039
LDDV	000.074	000.001	000.080	003.109	000.003	000.002	000.000	000.008	00307.078
LDDT	000.081	000.001	000.120	002.137	000.003	000.003	000.000	000.009	00358.668
HDDV	000.118	000.004	002.424	001.549	000.042	000.039	000.000	000.032	01234.892
MC	002.457	000.003	000.660	012.092	000.022	000.020	000.000	000.054	00389.894

C.1.2.3 Formulas

Fugitive Dust Emissions per Phase

$$PM10_{FD} = (20 * ACRE * WD) / 2000$$

PM10_{FD}: Fugitive Dust PM 10 Emissions (TONs)

20: Conversion Factor Acre Day to pounds (20 lb / 1 Acre Day)

ACRE: Total acres (acres)

WD: Number of Total Workdays (days)

2000: Conversion Factor pounds to tons

Construction Exhaust Emissions per Phase

$$CEE_{POL} = (NE * WD * H * EF_{POL}) / 2000$$

CEE_{POL}: Construction Exhaust Emissions (TONs)

NE: Number of Equipment

WD: Number of Total Workdays (days)

H: Hours Worked per Day (hours)

EF_{POL}: Emission Factor for Pollutant (lb/hour)

2000: Conversion Factor pounds to tons

Vehicle Exhaust Emissions per Phase

$$VMT_{VE} = (HA_{OnSite} + HA_{OffSite}) * (1 / HC) * HT$$

VMT_{VE}: Vehicle Exhaust Vehicle Miles Travel (miles)

HA_{OnSite}: Amount of Material to be Hauled On-Site (yd³)

HA_{OffSite}: Amount of Material to be Hauled Off-Site (yd³)

HC: Average Hauling Truck Capacity (yd³)

(1 / HC): Conversion Factor cubic yards to trips (1 trip / HC yd³)

HT: Average Hauling Truck Round Trip Commute (mile/trip)

$$V_{POL} = (VMT_{VE} * 0.002205 * EF_{POL} * VM) / 2000$$

- V_{POL}: Vehicle Emissions (TONs)
- VMT_{VE}: Vehicle Exhaust Vehicle Miles Travel (miles)
- 0.002205: Conversion Factor grams to pounds
- EF_{POL}: Emission Factor for Pollutant (grams/mile)
- VM: Vehicle Exhaust On Road Vehicle Mixture (%)
- 2000: Conversion Factor pounds to tons

Worker Trips Emissions per Phase

- VMT_{WT} = WD * WT * 1.25 * NE
- VMT_{WT}: Worker Trips Vehicle Miles Travel (miles)
- WD: Number of Total Workdays (days)
- WT: Average Worker Round Trip Commute (mile)
- 1.25: Conversion Factor Number of Construction Equipment to Number of Works
- NE: Number of Construction Equipment

- V_{POL} = (VMT_{WT} * 0.002205 * EF_{POL} * VM) / 2000
- V_{POL}: Vehicle Emissions (TONs)
- VMT_{WT}: Worker Trips Vehicle Miles Travel (miles)
- 0.002205: Conversion Factor grams to pounds
- EF_{POL}: Emission Factor for Pollutant (grams/mile)
- VM: Worker Trips On Road Vehicle Mixture (%)
- 2000: Conversion Factor pounds to tons

C.1.3 Construction – Trenching/Excavating Phase

C.1.3.1 Assumptions

Average Days worked per week: 5

Construction Exhaust

Equipment Name	Number Of Equipment	Hours Per Day
Excavators Composite	2	8
Other General Industrial Equipment Composite	1	8
Tractors/Loaders/Backhoes Composite	1	8

Vehicle Exhaust

- Average Hauling Truck Capacity (yd³): 20
- Average Hauling Truck Round Trip Commute (mile): 20

Vehicle Exhaust Vehicle Mixture (%)

	LDGV	LDGT	HDGV	LDDV	LDDT	HDDV	MC
POVs	0	0	0	0	0	100.00	0

Worker Trips

Average Worker Round Trip Commute (mile): 20

Worker Trips Vehicle Mixture (%)

	LDGV	LDGT	HDGV	LDDV	LDDT	HDDV	MC

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POVs	50.00	50.00	0	0	0	0	0
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C.1.3.2 Emission Factors

Construction Exhaust Emission Factors (lb/hour)

Excavators Composite								
	VOC	SO _x	NO _x	CO	PM 10	PM 2.5	CH ₄	CO _{2e}
Emission Factors	0.0559	0.0013	0.2269	0.5086	0.0086	0.0086	0.0050	119.70
Graders Composite								
	VOC	SO _x	NO _x	CO	PM 10	PM 2.5	CH ₄	CO _{2e}
Emission Factors	0.0676	0.0014	0.3314	0.5695	0.0147	0.0147	0.0061	132.89
Other Construction Equipment Composite								
	VOC	SO _x	NO _x	CO	PM 10	PM 2.5	CH ₄	CO _{2e}
Emission Factors	0.0442	0.0012	0.2021	0.3473	0.0068	0.0068	0.0039	122.60
Rubber Tired Dozers Composite								
	VOC	SO _x	NO _x	CO	PM 10	PM 2.5	CH ₄	CO _{2e}
Emission Factors	0.1671	0.0024	1.0824	0.6620	0.0418	0.0418	0.0150	239.45
Scrapers Composite								
	VOC	SO _x	NO _x	CO	PM 10	PM 2.5	CH ₄	CO _{2e}
Emission Factors	0.1495	0.0026	0.8387	0.7186	0.0334	0.0334	0.0134	262.81
Tractors/Loaders/Backhoes Composite								
	VOC	SO _x	NO _x	CO	PM 10	PM 2.5	CH ₄	CO _{2e}
Emission Factors	0.0335	0.0007	0.1857	0.3586	0.0058	0.0058	0.0030	66.872

Vehicle Exhaust & Worker Trips Emission Factors (grams/mile)

	VOC	SO _x	NO _x	CO	PM 10	PM 2.5	Pb	NH ₃	CO _{2e}
LDGV	000.192	000.002	000.099	002.870	000.004	000.004	000.000	000.024	00303.869
LDGT	000.209	000.003	000.175	003.239	000.006	000.005	000.000	000.026	00396.310
HDGV	000.856	000.006	000.851	013.446	000.024	000.021	000.000	000.051	00912.039
LDDV	000.074	000.001	000.080	003.109	000.003	000.002	000.000	000.008	00307.078
LDDT	000.081	000.001	000.120	002.137	000.003	000.003	000.000	000.009	00358.668
HDDV	000.118	000.004	002.424	001.549	000.042	000.039	000.000	000.032	01234.892
MC	002.457	000.003	000.660	012.092	000.022	000.020	000.000	000.054	00389.894

C.1.3.3 Formulas

Fugitive Dust Emissions per Phase

$$PM10_{FD} = (20 * ACRE * WD) / 2000$$

PM10_{FD}: Fugitive Dust PM 10 Emissions (TONs)

20: Conversion Factor Acre Day to pounds (20 lb / 1 Acre Day)

ACRE: Total acres (acres)

WD: Number of Total Workdays (days)

2000: Conversion Factor pounds to tons

Construction Exhaust Emissions per Phase

$$CEE_{POL} = (NE * WD * H * EF_{POL}) / 2000$$

CEE_{POL}: Construction Exhaust Emissions (TONs)

NE: Number of Equipment

WD: Number of Total Workdays (days)

H: Hours Worked per Day (hours)

EF_{POL}: Emission Factor for Pollutant (lb/hour)
 2000: Conversion Factor pounds to tons

Vehicle Exhaust Emissions per Phase

$VMT_{VE} = (HA_{OnSite} + HA_{OffSite}) * (1 / HC) * HT$
 VMT_{VE}: Vehicle Exhaust Vehicle Miles Travel (miles)
 HA_{OnSite}: Amount of Material to be Hauled On-Site (yd³)
 HA_{OffSite}: Amount of Material to be Hauled Off-Site (yd³)
 HC: Average Hauling Truck Capacity (yd³)
 (1 / HC): Conversion Factor cubic yards to trips (1 trip / HC yd³)
 HT: Average Hauling Truck Round Trip Commute (mile/trip)

$V_{POL} = (VMT_{VE} * 0.002205 * EF_{POL} * VM) / 2000$
 V_{POL}: Vehicle Emissions (TONs)
 VMT_{VE}: Vehicle Exhaust Vehicle Miles Travel (miles)
 0.002205: Conversion Factor grams to pounds
 EF_{POL}: Emission Factor for Pollutant (grams/mile)
 VM: Vehicle Exhaust On Road Vehicle Mixture (%)
 2000: Conversion Factor pounds to tons

Worker Trips Emissions per Phase

$VMT_{WT} = WD * WT * 1.25 * NE$
 VMT_{WT}: Worker Trips Vehicle Miles Travel (miles)
 WD: Number of Total Workdays (days)
 WT: Average Worker Round Trip Commute (mile)
 1.25: Conversion Factor Number of Construction Equipment to Number of Works
 NE: Number of Construction Equipment

$V_{POL} = (VMT_{WT} * 0.002205 * EF_{POL} * VM) / 2000$
 V_{POL}: Vehicle Emissions (TONs)
 VMT_{VE}: Worker Trips Vehicle Miles Travel (miles)
 0.002205: Conversion Factor grams to pounds
 EF_{POL}: Emission Factor for Pollutant (grams/mile)
 VM: Worker Trips On Road Vehicle Mixture (%)
 2000: Conversion Factor pounds to tons

C.1.4 Construction – Building Construction Phase

C.1.4.1 Assumptions

Average Days worked per week: 5

Construction Exhaust

Equipment Name	Number Of Equipment	Hours Per Day
Cranes Composite	1	6
Forklifts Composite	2	6
Generator Sets Composite	1	8

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Tractors/Loaders/Backhoes Composite	1	8
Welders Composite	3	8

Vehicle Exhaust

Average Hauling Truck Round Trip Commute (mile): 20

Vehicle Exhaust Vehicle Mixture (%)

	LDGV	LDGT	HDGV	LDDV	LDDT	HDDV	MC
POVs	0	0	0	0	0	100.00	0

Worker Trips

Average Worker Round Trip Commute (mile): 20

Worker Trips Vehicle Mixture (%)

	LDGV	LDGT	HDGV	LDDV	LDDT	HDDV	MC
POVs	50.00	50.00	0	0	0	0	0

Vendor Trips

Average Vendor Round Trip Commute (mile): 40

Vendor Trips Vehicle Mixture (%)

	LDGV	LDGT	HDGV	LDDV	LDDT	HDDV	MC
POVs	0	0	0	0	0	100.00	0

C.1.4.2 Emission Factors

Construction Exhaust Emission Factors (lb/hour)

Cranes Composite								
	VOC	SO _x	NO _x	CO	PM 10	PM 2.5	CH ₄	CO _{2e}
Emission Factors	0.0680	0.0013	0.4222	0.3737	0.0143	0.0143	0.0061	128.77
Forklifts Composite								
	VOC	SO _x	NO _x	CO	PM 10	PM 2.5	CH ₄	CO _{2e}
Emission Factors	0.0236	0.0006	0.0859	0.2147	0.0025	0.0025	0.0021	54.449
Generator Sets Composite								
	VOC	SO _x	NO _x	CO	PM 10	PM 2.5	CH ₄	CO _{2e}
Emission Factors	0.0287	0.0006	0.2329	0.2666	0.0080	0.0080	0.0025	61.057
Tractors/Loaders/Backhoes Composite								
	VOC	SO _x	NO _x	CO	PM 10	PM 2.5	CH ₄	CO _{2e}
Emission Factors	0.0335	0.0007	0.1857	0.3586	0.0058	0.0058	0.0030	66.872
Welders Composite								
	VOC	SO _x	NO _x	CO	PM 10	PM 2.5	CH ₄	CO _{2e}
Emission Factors	0.0214	0.0003	0.1373	0.1745	0.0051	0.0051	0.0019	25.650

Vehicle Exhaust & Worker Trips Emission Factors (grams/mile)

	VOC	SO _x	NO _x	CO	PM 10	PM 2.5	Pb	NH ₃	CO _{2e}
LDGV	000.192	000.002	000.099	002.870	000.004	000.004	000.000	000.024	00303.869
LDGT	000.209	000.003	000.175	003.239	000.006	000.005	000.000	000.026	00396.310
HDGV	000.856	000.006	000.851	013.446	000.024	000.021	000.000	000.051	00912.039
LDDV	000.074	000.001	000.080	003.109	000.003	000.002	000.000	000.008	00307.078
LDDT	000.081	000.001	000.120	002.137	000.003	000.003	000.000	000.009	00358.668
HDDV	000.118	000.004	002.424	001.549	000.042	000.039	000.000	000.032	01234.892

MC	002.457	000.003	000.660	012.092	000.022	000.020	000.000	000.054	00389.894
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C.1.4.3 Formulas

Construction Exhaust Emissions per Phase

$$CEE_{POL} = (NE * WD * H * EF_{POL}) / 2000$$

CEE_{POL}: Construction Exhaust Emissions (TONs)

NE: Number of Equipment

WD: Number of Total Workdays (days)

H: Hours Worked per Day (hours)

EF_{POL}: Emission Factor for Pollutant (lb/hour)

2000: Conversion Factor pounds to tons

Vehicle Exhaust Emissions per Phase

$$VMT_{VE} = BA * BH * (0.42 / 1000) * HT$$

VMT_{VE}: Vehicle Exhaust Vehicle Miles Travel (miles)

BA: Area of Building (ft²)

BH: Height of Building (ft)

(0.42 / 1000): Conversion Factor ft³ to trips (0.42 trip / 1000 ft³)

HT: Average Hauling Truck Round Trip Commute (mile/trip)

$$V_{POL} = (VMT_{VE} * 0.002205 * EF_{POL} * VM) / 2000$$

V_{POL}: Vehicle Emissions (TONs)

VMT_{VE}: Vehicle Exhaust Vehicle Miles Travel (miles)

0.002205: Conversion Factor grams to pounds

EF_{POL}: Emission Factor for Pollutant (grams/mile)

VM: Worker Trips On Road Vehicle Mixture (%)

2000: Conversion Factor pounds to tons

Worker Trips Emissions per Phase

$$VMT_{WT} = WD * WT * 1.25 * NE$$

VMT_{WT}: Worker Trips Vehicle Miles Travel (miles)

WD: Number of Total Workdays (days)

WT: Average Worker Round Trip Commute (mile)

1.25: Conversion Factor Number of Construction Equipment to Number of Works

NE: Number of Construction Equipment

$$V_{POL} = (VMT_{WT} * 0.002205 * EF_{POL} * VM) / 2000$$

V_{POL}: Vehicle Emissions (TONs)

VMT_{WT}: Worker Trips Vehicle Miles Travel (miles)

0.002205: Conversion Factor grams to pounds

EF_{POL}: Emission Factor for Pollutant (grams/mile)

VM: Worker Trips On Road Vehicle Mixture (%)

2000: Conversion Factor pounds to tons

Vender Trips Emissions per Phase

$$VMT_{VT} = BA * BH * (0.38 / 1000) * HT$$

VMT_{VT}: Vender Trips Vehicle Miles Travel (miles)
 BA: Area of Building (ft²)
 BH: Height of Building (ft)
 (0.38 / 1000): Conversion Factor ft³ to trips (0.38 trip / 1000 ft³)
 HT: Average Hauling Truck Round Trip Commute (mile/trip)

$$V_{POL} = (VMT_{VT} * 0.002205 * EF_{POL} * VM) / 2000$$

V_{POL}: Vehicle Emissions (TONs)
 VMT_{VT}: Vender Trips Vehicle Miles Travel (miles)
 0.002205: Conversion Factor grams to pounds
 EF_{POL}: Emission Factor for Pollutant (grams/mile)
 VM: Worker Trips On Road Vehicle Mixture (%)
 2000: Conversion Factor pounds to tons

C.1.5 Construction – Architectural Coatings Phase

C.1.5.1 Assumptions

Average Days worked per week: 5

Worker Trips

Average Worker Round Trip Commute (mile): 20

Worker Trips Vehicle Mixture (%)

	LDGV	LDGT	HDGV	LDDV	LDDT	HDDV	MC
POVs	50.00	50.00	0	0	0	0	0

C.1.5.2 Emission Factors

Worker Trips Emission Factors (grams/mile)

	VOC	SO _x	NO _x	CO	PM 10	PM 2.5	Pb	NH ₃	CO ₂ e
LDGV	000.192	000.002	000.099	002.870	000.004	000.004	000.000	000.024	00303.869
LDGT	000.209	000.003	000.175	003.239	000.006	000.005	000.000	000.026	00396.310
HDGV	000.856	000.006	000.851	013.446	000.024	000.021	000.000	000.051	00912.039
LDDV	000.074	000.001	000.080	003.109	000.003	000.002	000.000	000.008	00307.078
LDDT	000.081	000.001	000.120	002.137	000.003	000.003	000.000	000.009	00358.668
HDDV	000.118	000.004	002.424	001.549	000.042	000.039	000.000	000.032	01234.892
MC	002.457	000.003	000.660	012.092	000.022	000.020	000.000	000.054	00389.894

C.1.5.3 Formulas

Worker Trips Emissions per Phase

$$VMT_{WT} = (1 * WT * PA) / 800$$

VMT_{WT}: Worker Trips Vehicle Miles Travel (miles)
 1: Conversion Factor man days to trips (1 trip / 1 man * day)
 WT: Average Worker Round Trip Commute (mile)
 PA: Paint Area (ft²)
 800: Conversion Factor square feet to man days (1 ft² / 1 man * day)

$$V_{POL} = (VMT_{WT} * 0.002205 * EF_{POL} * VM) / 2000$$

V_{POL} : Vehicle Emissions (TONs)

VMT_{WT} : Worker Trips Vehicle Miles Travel (miles)

0.002205: Conversion Factor grams to pounds

EF_{POL} : Emission Factor for Pollutant (grams/mile)

VM: Worker Trips On Road Vehicle Mixture (%)

2000: Conversion Factor pounds to tons

Off-Gassing Emissions per Phase

$$VOC_{AC} = (AB * 2.0 * 0.0116) / 2000.0$$

VOC_{AC} : Architectural Coating VOC Emissions (TONs)

BA: Area of Building (ft²)

2.0: Conversion Factor total area to coated area (2.0 ft² coated area / total area)

0.0116: Emission Factor (lb/ft²)

2000: Conversion Factor pounds to tons

C.1.6 Construction – Paving Phase

C.1.6.1 Assumptions

Average Days worked per week: 5

Construction Exhaust

Equipment Name	Number Of Equipment	Hours Per Day
Pavers Composite		8
Paving Equipment Composite	2	8
Rollers Composite	2	6

Vehicle Exhaust

Average Hauling Truck Round Trip Commute (mile): 20

Vehicle Exhaust Vehicle Mixture (%)

	LDGV	LDGT	HdGV	LDDV	LDDT	HDDV	MC
POVs	0	0	0	0	0	100.00	0

Worker Trips

Average Worker Round Trip Commute (mile): 20

Worker Trips Vehicle Mixture (%)

	LDGV	LDGT	HdGV	LDDV	LDDT	HDDV	MC
POVs	50.00	50.00	0	0	0	0	0

C.1.6.2 Emission Factors

Construction Exhaust Emission Factors (lb/hour)

Excavators Composite								
	VOC	SO _x	NO _x	CO	PM 10	PM 2.5	CH ₄	CO _{2e}
Emission Factors	0.0559	0.0013	0.2269	0.5086	0.0086	0.0086	0.0050	119.70
Graders Composite								

APPENDIX C: AIR QUALITY ANALYSIS SUPPORTING DOCUMENTATION

	VOC	SO _x	NO _x	CO	PM 10	PM 2.5	CH ₄	CO _{2e}
Emission Factors	0.0676	0.0014	0.3314	0.5695	0.0147	0.0147	0.0061	132.89
Other Construction Equipment Composite								
	VOC	SO _x	NO _x	CO	PM 10	PM 2.5	CH ₄	CO _{2e}
Emission Factors	0.0442	0.0012	0.2021	0.3473	0.0068	0.0068	0.0039	122.60
Rubber Tired Dozers Composite								
	VOC	SO _x	NO _x	CO	PM 10	PM 2.5	CH ₄	CO _{2e}
Emission Factors	0.1671	0.0024	1.0824	0.6620	0.0418	0.0418	0.0150	239.45
Scrapers Composite								
	VOC	SO _x	NO _x	CO	PM 10	PM 2.5	CH ₄	CO _{2e}
Emission Factors	0.1495	0.0026	0.8387	0.7186	0.0334	0.0334	0.0134	262.81
Tractors/Loaders/Backhoes Composite								
	VOC	SO _x	NO _x	CO	PM 10	PM 2.5	CH ₄	CO _{2e}
Emission Factors	0.0335	0.0007	0.1857	0.3586	0.0058	0.0058	0.0030	66.872

Vehicle Exhaust & Worker Trips Emission Factors (grams/mile)

	VOC	SO _x	NO _x	CO	PM 10	PM 2.5	Pb	NH ₃	CO _{2e}
LDGV	000.192	000.002	000.099	002.870	000.004	000.004	000.000	000.024	00303.869
LDGT	000.209	000.003	000.175	003.239	000.006	000.005	000.000	000.026	00396.310
HDGV	000.856	000.006	000.851	013.446	000.024	000.021	000.000	000.051	00912.039
LDDV	000.074	000.001	000.080	003.109	000.003	000.002	000.000	000.008	00307.078
LDDT	000.081	000.001	000.120	002.137	000.003	000.003	000.000	000.009	00358.668
HDDV	000.118	000.004	002.424	001.549	000.042	000.039	000.000	000.032	01234.892
MC	002.457	000.003	000.660	012.092	000.022	000.020	000.000	000.054	00389.894

C.1.6.3 Formulas

Construction Exhaust Emissions per Phase

$$CEE_{POL} = (NE * WD * H * EF_{POL}) / 2000$$

CEE_{POL}: Construction Exhaust Emissions (TONs)

NE: Number of Equipment

WD: Number of Total Workdays (days)

H: Hours Worked per Day (hours)

EF_{POL}: Emission Factor for Pollutant (lb/hour)

2000: Conversion Factor pounds to tons

Vehicle Exhaust Emissions per Phase

$$VMT_{VE} = PA * 0.25 * (1 / 27) * (1 / HC) * HT$$

VMT_{VE}: Vehicle Exhaust Vehicle Miles Travel (miles)

PA: Paving Area (ft²)

0.25: Thickness of Paving Area (ft)

(1 / 27): Conversion Factor cubic feet to cubic yards (1 yd³ / 27 ft³)

HC: Average Hauling Truck Capacity (yd³)

(1 / HC): Conversion Factor cubic yards to trips (1 trip / HC yd³)

HT: Average Hauling Truck Round Trip Commute (mile/trip)

$$V_{POL} = (VMT_{VE} * 0.002205 * EF_{POL} * VM) / 2000$$

V_{POL}: Vehicle Emissions (TONs)

VMT_{VE}: Vehicle Exhaust Vehicle Miles Travel (miles)

0.002205: Conversion Factor grams to pounds
 EF_{POL}: Emission Factor for Pollutant (grams/mile)
 VM: Vehicle Exhaust On Road Vehicle Mixture (%)
 2000: Conversion Factor pounds to tons

Worker Trips Emissions per Phase

$$VMT_{WT} = WD * WT * 1.25 * NE$$

VMT_{WT}: Worker Trips Vehicle Miles Travel (miles)

WD: Number of Total Workdays (days)

WT: Average Worker Round Trip Commute (mile)

1.25: Conversion Factor Number of Construction Equipment to Number of Works

NE: Number of Construction Equipment

$$V_{POL} = (VMT_{WT} * 0.002205 * EF_{POL} * VM) / 2000$$

V_{POL}: Vehicle Emissions (TONs)

VMT_{VE}: Worker Trips Vehicle Miles Travel (miles)

0.002205: Conversion Factor grams to pounds

EF_{POL}: Emission Factor for Pollutant (grams/mile)

VM: Worker Trips On Road Vehicle Mixture (%)

2000: Conversion Factor pounds to tons

Off-Gassing Emissions per Phase

$$VOC_P = (2.62 * PA) / 43560$$

VOC_P: Paving VOC Emissions (TONs)

2.62: Emission Factor (lb/acre)

PA: Paving Area (ft²)

43560: Conversion Factor square feet to acre (43560 ft² / acre)² / acre)

C.2 Alternative 1 Air Emissions Analysis

Action Location

State: Maryland

County: Anne Arundel

Regulatory Areas: Baltimore, MD; Anne Arundel County and Baltimore County, MD

Construction Period

Start: October 2026

End: September 2028

C.2.1 Action Description

Construction for the Proposed Action would include the VCP5, VCIF, MSF, ACF, and associated infrastructure. The construction period would occur from fiscal year (FY) 2027 through FY 2028, or from October 2026 through September 2027. Because development of the ORAM project is in the planning stages, no detailed engineering nor design work for proposed facilities has yet been accomplished. Therefore, all measurements used for the air emissions analysis are approximate and the resulting air emissions are considered to be estimates. Actual

air emissions produced from the Proposed Action may be different than what was modeled in this air emissions analysis. Alternative 1 would use an overpass for vehicle movement.

Demolition would include all existing facilities within the project area including: the existing VCIF (11,000 square feet), the existing Visitor Control Center (2,800 square feet), the existing VCP5 (1,200 square feet), the existing MSF (1,000 square feet), the existing Mapes Road ACF (4,500 square feet), existing canopies (3,500 square feet), and the existing K9 unit kennel (5,500 square feet). Total demolition would include approximately 29,500 square feet. The height of all facilities to be demolished was assumed to be 16 feet. Demolition would begin in October 2026 and last approximately 2 months.

Site grading includes clearing and grading the entire project area and preparing areas for new pavements, new facilities, and landscaping. Site grading would occur on an area totaling approximately 196 acres (8,538,000 square feet). It was assumed an estimated 15,000 cubic yards of material would be hauled offsite. Site grading would begin December 2026 and last approximately 3 months.

Excavation/trenching would be required for installation or extension of underground utilities, construction of curbs and gutters, and new fencing. The approximate areas for excavation and trenching are as follows:

- Install underground electrical line: 1,000 linear feet (assumed 5-foot-wide excavation)
- Install underground communications line: 1,000 linear feet (assumed 5-foot-wide excavation)
- Install underground domestic water line: 1,000 linear feet (assumed 5-foot-wide excavation)
- Install underground sanitary sewer line: 1,000 linear feet (assumed 5-foot-wide excavation)
- Install underground storm sewer line: 7,300 linear feet (assumed 10-foot-wide excavation)
- Install underground natural gas line: 1,000 linear feet (assumed 5-foot-wide excavation)
- Curbs and Gutters: 2,200 linear feet (assumed 10-foot-wide excavation)
- Installation of K9 kennel fencing: 580 linear feet (assumed 1-foot-wide excavation)
- Total area to be excavated/trenched: 120,580 square feet

It was assumed excavated material would be repurposed and used on-site. Excavation and trenching would start in March 2027 and last approximately 3 months.

Construction would include the new VCP5 buildings (1,400 square feet), VCIF buildings (16,500 square feet), and ACF buildings (16,500 square feet). Under Alternative 1, construction also includes a new overpass over Mapes Road (3,900 square feet). Total construction would include approximately 38,300 square feet. The height of all new facilities was assumed to be 16 feet. Construction would begin in June 2027 and last approximately 12 months.

Architectural coatings would be applied to all new facilities, excluding the overpass, totaling 34,400 square feet. Architectural coating application would begin in the last month of construction (i.e., May 2028) and last approximately 1 month.

Paving would include all new roadways, sidewalks, and parking areas for a total of 770,500 square feet. Paving would begin in June 2028 and last approximately 4 months.

C.2.2 Assumptions

Demolition Phase

Start: October 2026

Phase duration: 3 months

Area of building to be demolished (ft²): 29500

Height of building to be demolished (ft): 16

Site Grading Phase

Start: January 2027

Phase duration: 3 months

Area of site to be graded (ft²): 8538000

Amount of material to be hauled offsite (yd³): 15000

Trenching/Excavating Phase

Start: April 2027

Phase duration: 3 months

Area of site to be trenched/excavated (ft²): 120580

Amount of material to be hauled on or offsite (yd³): 0

Building Construction Phase

Start: July 2027

Phase duration: 12 months

Area of building (ft²): 38300

Height of building (ft): 16

Architectural Coatings Phase

Start: June 2028

Phase duration: 1 month

Total square footage (ft²): 34400

Paving Phase

Start: July 2028

Phase duration: 3 months

Paving area (ft²): 770500

C.2.3 Alternative 1 Emissions Summary

Alternative 1 Total Estimated Construction Emissions (tons)

	VOC	NO _x	CO	SO _x	PM ₁₀	PM _{2.5}	Lead	CO _{2e}
Emissions	1.294324	4.964594	6.036571	0.015580	258.697155	0.192119	0.000000	1561.8

Alternative 1 Total Estimated Emissions by Year (tpy)

Year	VOC	NO _x	CO	SO _x	PM ₁₀	PM _{2.5}	Lead	CO _{2e}
2026	0.177	1.025	1.077	0.003	85.074	0.039	<0.001	321.7
2027	0.510	2.860	3.435	0.009	173.576	0.106	<0.001	936.4
2028	0.607	1.079	1.524	0.003	0.047	0.047	<0.001	303.7
2029 (steady state)	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.0

C.3 Alternative 2 Air Emissions Analysis

Action Location

State: Maryland

County: Anne Arundel

Regulatory Areas: Baltimore, MD; Anne Arundel County and Baltimore County, MD

Construction Period

Start: October 2026

End: September 2028

C.3.1 Action Description

Construction for the Proposed Action would include the VCP5, VCIF, MSF, ACF, and associated infrastructure. The construction period would occur from fiscal year (FY) 2027 through FY 2028, or from October 2026 through September 2027. Because development of the ORAM project is in the planning stages, no detailed engineering nor design work for proposed facilities has yet been accomplished. Therefore, all measurements used for the air emissions analysis are approximate and the resulting air emissions are considered to be estimates. Actual air emissions produced from the Proposed Action may be different than what was modeled in this air emissions analysis. Alternative 2 would be largely the same as Alternative 1, except that in lieu of an overpass, a double-lane roundabout would be constructed and used for inbound vehicle entry.

Demolition would include all existing facilities within the project area including: the existing VCIF (11,000 square feet), the existing Visitor Control Center (2,800 square feet), the existing VCP5 (1,200 square feet), the existing MSF (1,000 square feet), the existing Mapes Road ACF (4,500 square feet), existing canopies (3,500 square feet), and the existing K9 unit kennel (5,500 square feet). Total demolition would include approximately 29,500 square feet. The height of all facilities to be demolished was assumed to be 16 feet. Demolition would begin in October 2026 and last approximately 2 months.

Site grading includes clearing and grading the entire project area and preparing areas for new pavements, new facilities, and landscaping. Site grading would occur on an area totaling approximately 196 acres (8,538,000 square feet). It was assumed an estimated 15,000 cubic yards of material would be hauled offsite. Site grading would begin December 2026 and last approximately 3 months.

Excavation/trenching would be required for installation or extension of underground utilities, construction of curbs and gutters, and new fencing. The approximate areas for excavation and trenching are as follows:

- Install underground electrical line: 1,000 linear feet (assumed 5-foot-wide excavation)
- Install underground communications line: 1,000 linear feet (assumed 5-foot-wide excavation)
- Install underground domestic water line: 1,000 linear feet (assumed 5-foot-wide excavation)
- Install underground sanitary sewer line: 1,000 linear feet (assumed 5-foot-wide excavation)
- Install underground storm sewer line: 7,300 linear feet (assumed 10-foot-wide excavation)
- Install underground natural gas line: 1,000 linear feet (assumed 5-foot-wide excavation)
- Curbs and Gutters: 2,200 linear feet (assumed 10-foot-wide excavation)
- Installation of K9 kennel fencing: 580 linear feet (assumed 1-foot-wide excavation)
- Total area to be excavated/trenched: 120,580 square feet

It was assumed excavated material would be repurposed and used on-site. Excavation and trenching would start in March 2027 and last approximately 3 months.

Construction would include the new VCP5 buildings (1,400 square feet), VCIF buildings (16,500 square feet), and ACF buildings (16,500 square feet). Total construction would include approximately 34,400 square feet. The height of all new facilities was assumed to be 16 feet. Construction would begin in June 2027 and last approximately 12 months.

Architectural coatings would be applied to all new facilities, totaling 34,400 square feet. Architectural coating application would begin in the last month of construction (i.e., May 2028) and last approximately 1 month.

Paving would include all new roadways, sidewalks, and parking areas for a total of 799,000 square feet. Under Alternative 2, additional pavement would be required for the roundabout for inbound vehicle entry. Paving would begin in June 2028 and last approximately 4 months.

C.3.2 Assumptions

Demolition Phase

Start: October 2026

Phase duration: 3 months

Area of building to be demolished (ft²): 29500

Height of building to be demolished (ft): 16

Site Grading Phase

Start: January 2027

Phase duration: 3 months

Area of site to be graded (ft²): 8538000

Amount of material to be hauled offsite (yd³): 15000

Trenching/Excavating Phase

Start: April 2027

Phase duration: 3 months

Area of site to be trenched/excavated (ft²): 120580Amount of material to be hauled on or offsite (yd³): 0**Building Construction Phase**

Start: July 2027

Phase duration: 12 months

Area of building (ft²): 34400

Height of building (ft): 16

Architectural Coatings Phase

Start: June 2028

Phase duration: 1 month

Total square footage (ft²): 34400**Paving Phase**

Start: July 2028

Phase duration: 3 months

Paving area (ft²): 799000**C.3.3 Alternative 2 Emissions Summary****Alternative 2 Total Estimated Construction Emissions (tons)**

	VOC	NO _x	CO	SO _x	PM ₁₀	PM _{2.5}	Lead	CO _{2e}
Emissions	1.295085	4.962631	6.035317	0.015577	258.697121	0.192088	0.000000	1560.8

Alternative 2 Total Estimated Emissions by Year (tpy)

Year	VOC	NO _x	CO	SO _x	PM ₁₀	PM _{2.5}	Lead	CO _{2e}
2026	0.177	1.025	1.077	0.003	85.074	0.039	<0.001	321.7
2027	0.510	2.859	3.434	0.009	173.576	0.106	<0.001	935.6
2028	0.608	1.079	1.524	0.003	0.047	0.047	<0.001	303.5
2029 (steady state)	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.0

**Record of Non-Applicability (RONA)
to the General Conformity Rule
for O'Brien Road Access Modernization
Fort Meade, Maryland**

February 1, 2024

Air emissions were estimated for the renovation and upgrade of vehicle inspection and access facilities for the National Security Administration campus and Fort Meade Garrison, collectively known as the O'Brien Road Access Modernization (ORAM) project. The ORAM project consists of construction of a new Vehicle Control Point 5, Vehicle Cargo Inspection Facility, Visitor Control Center, and Mail Screening Facility; reconfiguration of the Mapes Road Access Control Facility; roadway improvements; demolition of the existing facilities; and construction of associated infrastructure. Two action alternatives were considered. The ORAM project would be constructed from Fiscal Year 2027 through Fiscal Year 2028, with operation beginning in Fiscal Year 2029. Emissions from demolition, site grading, excavation, building construction, architectural coatings, and paving were assessed. Emissions from mobile sources would not increase from existing conditions because the number of vehicle trips to and from the NSA campus or Fort Meade would not change as a result of the Proposed Action. General Conformity under the Clean Air Act, Section 176 has been evaluated according to the requirements of 40 CFR 93.153, Subpart B. Regardless of the alternative ultimately implemented, the requirements of this rule are not applicable because:

The highest total annual emissions for each criteria pollutant from implementation of either alternative for the ORAM project have been estimated at 2.86 tons per year (tpy) NO_x, 0.61 tpy VOCs, 3.44 tpy CO, 0.01 tpy SO_x, 173.58 tpy PM₁₀, 0.11 tpy PM_{2.5}, and <0.001 tpy for lead. These emissions would be below the *de minimis* threshold levels for nonattainment pollutants of Anne Arundel County, which are 50 tpy for VOCs, and 100 tpy for NO_x and SO_x.

Supporting documentation and emissions estimates appear in the NEPA documentation.

Jeffrey D. Williams
SIGNATURE

Sr. Environmental Engineer, Occupational Health and Well-Being
TITLE
National Security Agency



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ESA Section 7
Documentation

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NATIONAL SECURITY AGENCY
CENTRAL SECURITY SERVICE
Fort George G. Meade, Maryland 20755

February 6, 2023

Ms. Genevieve LaRouche
Chesapeake Bay Field Office
U.S. Fish & Wildlife Service
177 Admiral Cochrane Drive
Annapolis, MD 21401

RE: Environmental Impact Statement for the O'Brien Road Access Modernization (ORAM) Project, Fort Meade, Maryland, Endangered Species Act Section 7 Informal Consultation Initiation

Dear Ms. LaRouche,

The Department of Defense (DoD) proposes to replace and relocate the campus vehicle access and security facilities, in order to increase operational efficiencies and capacity to process deliveries and traffic entering the National Security Agency (NSA) and Fort George G. Meade (Fort Meade) campuses. The existing facilities are inadequate to provide efficient vehicle and cargo inspection due to space limitations and increased requirements generated by construction across both NSA and Fort Meade. NSA anticipates that the proposed O'Brien Road Access Modernization (ORAM) project would result in generally temporary minor adverse impacts during construction but would provide long-term beneficial impacts on traffic. A Draft Environmental Impact Statement (EIS) is currently being prepared to address the proposal by DoD for implementation of the ORAM project, including the construction and operation of vehicle access and security facilities for the NSA campus at Fort Meade and demolition of some existing facilities. Renovation and upgrade of inspection and access facilities for the NSA campus and Fort Meade Garrison are required to meet increased mission and security capacity.

Northern long-eared bat (endangered), Indiana bat (endangered), and tri-colored bat (proposed for listing on September 13, 2022, and the monarch butterfly (candidate for listing as of the date of this letter) could occur within the proposed project area. In accordance with Section 7(a)(2) of the Endangered Species Act, as amended (50 CFR 402.14(a)), NSA seeks to consult with the USFWS regarding the Proposed Action. The DoD proposes that the ORAM project may affect, but is not likely to adversely affect federally listed species with implementation of existing conservation measures.

An advance description of the Proposed Action, environmental baseline of the project area, and analysis of potential effects on the federally listed and candidate species are enclosed to initiate informal Section 7 consultation and review for this project under the Endangered Species Act, as amended. Should you have any questions or comments, please contact me by telephone at 301-688-2970, or email at jdwill2@nsa.gov.

Sincerely,

Jeffrey D. Williams

Jeffrey D. Williams, LEED-AP
Sr. Environmental Engineer
NSA Sustainability and Environmental Compliance

Enclosure: Project Description/Environmental Baseline/Effects Analysis



1. Project Description

The Department of Defense (DoD) proposes to implement the O'Brien Road Access Modernization (ORAM) project at Fort Meade. The ORAM project consists of the renovation and upgrade of vehicle inspection and access facilities for the National Security Agency (NSA) campus and Fort Meade Garrison. The Proposed Action consists of construction of a new Vehicle Control Point 5 (VCP5) along O'Brien Road; construction of a new Vehicle Control Inspection Facility (VCIF) with adjacent Visitor Control Center; construction of a new Mail Screening Facility (MSF) adjacent to the VCIF; reconfiguration of the Mapes Road Access Control Facility (ACF) on Fort Meade Garrison; roadway improvements to provide enhanced routing and separation of traffic between NSA and Fort Meade; demolition of the existing VCP5, VCIF, MSF, and Mapes Road ACF; and associated infrastructure, including walkways, inspection canopies, surface parking areas, stormwater management facilities, and utilities. The ORAM project area shown in **Figure 1**, includes the current locations of VCP5, VCIF and the Mapes Road ACF.

The new VCIF complex would be comprised of several small structures and associated infrastructure, including a new covered inspection building with four inspection lanes; shade canopies for 20 police K9 unit vehicles; new police K9 unit kennel with concrete foundation and fenced-in yard for 30 working dogs; and supporting administration, gatehouse, search/inspection office, and overwatch. The new VCIF complex would include sheltered parking and substantially increase processing space (USACE 2019). The new Visitor Control Center, which would be adjacent to the proposed VCIF, would cover approximately 5,000 square feet. The new parking lot would provide approximately 25 parking spaces and an exit lane, which would provide access to Perimeter Road, egress to Fort Meade, or entry into the NSA campus. The new VCP5 would include four inspection lanes, a rejection lane, four police officer booths, Americans with Disabilities Act-compliant pedestrian sally port and bicycle access, and access control barriers.

In addition to construction of the new VCIF and VCP5, the Proposed Action would include roadway reconfiguration in support of vehicle and personnel processing, including improved routing and separation of NSA traffic from Fort Meade traffic. Privately owned vehicles (POVs) would be able to access VCP5 without having to go through the Mapes Road ACF. The ACF would be relocated and reconfigured for entrance into the Garrison portion of Fort Meade, as needed for the relocation and improvement of roadways. Construction would also include associated infrastructure, such as sidewalks; parking for building occupants; access roads; and utilities. All roadways and facility construction would incorporate required Environmental Site Design stormwater management facilities. Site preparation for the Proposed Action would include demolition and replacement of the existing structures, including VCP5, VCIF, MSF, and Mapes Road ACF, as well as infrastructure in the area, such as utilities and parking areas. DoD proposes to construct the ORAM project over a period of approximately two years (Fiscal Year 2027 to 2029). Construction would be scheduled in phases to avoid impacts to daily operations for either the NSA or Army.

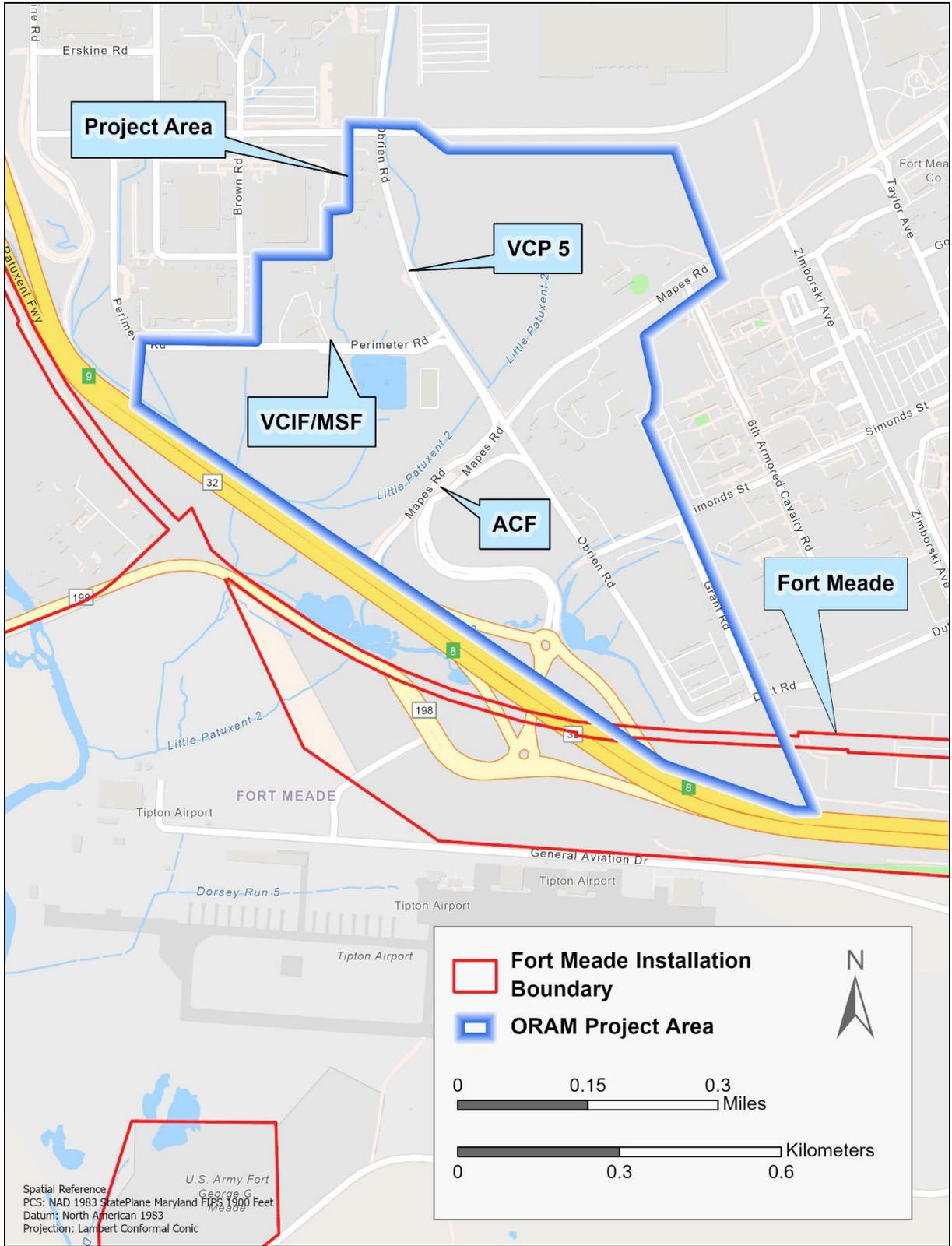


Figure 1. Proposed Action Project Area

Two alternatives for ORAM configurations are available to DoD and are being carried forward for analysis in the Environmental Impact Statement (EIS). Both alternatives are joint concepts that were developed with input from the NSA and Fort Meade Garrison to meet the needs of both organizations. The alternatives take advantage of using the existing layout and infrastructure in the project area as well as proximity to the Maryland State Route (MD) 32/MD 198 interchange, with changes to the locations of the existing VCP5, VCIF, and Mapes Road ACF to alleviate the bottleneck that occurs from multiple separate, single-lane access. These alternatives are presented in **Figures 2 and 3**.

Alternative 1 (Preferred Alternative). Alternative 1 would use an overpass for vehicle movement, sited shortly after vehicles enter the installation from the existing entry way roundabout that is part of the MD 32/MD 198 interchange, as shown in **Figure 2**. The VCIF would be moved to east of O'Brien Road and expanded to include four checkpoint lanes. Operating all four lanes would help reduce queue length spillback during morning VCIF truck queuing. VCP5 would be relocated to the area of the existing VCIF. The length of the Mapes Road ACF inbound lane would be increased. This design would include preservation of existing buildings and features in the project area that are unrelated to the Proposed Action, including historic resources. Under this alternative, a direct connection to MD 32 would also be included and coordinated with the Maryland Department of Transportation State Highway Administration. To maintain sightlines from VCP5 to the final denial barriers, forest clearing would likely be required. Impacts on forests would be minimized to the greatest extent practicable.

To enter both Fort Meade Garrison and the NSA campus from MD 32, POV and truck traffic would approach Fort Meade via Mapes Road. Under Alternative 1, Fort Meade Garrison-bound POV traffic would exit the existing roundabout and queue through the Mapes Road ACF for entry into Fort Meade Garrison. NSA-bound POV traffic would exit the existing roundabout via the overpass and veer left to the VCP5 inbound lane for entry or rejection. Rejected POVs would be turned around via the VCP5 rejection lane to merge onto the outbound lane that would lead them off Fort Meade back onto MD 32 along with egress traffic. Similar to NSA-bound POV traffic, NSA- and Garrison-bound trucks would exit the existing roundabout via the overpass, then veer right into the VCIF entry lane for inspection; upon clearance, they would exit north to the NSA campus or south to merge onto Mapes Road going east onto the Fort Meade Garrison. Upon rejection, trucks would be escorted off Fort Meade via the VCIF rejection lane, which would merge onto Mapes Road, going west toward MD 32.

Alternative 2. Alternative 2 would be largely the same as Alternative 1, except that in lieu of an overpass, an additional double-lane roundabout would be constructed and used for inbound vehicle entry, as shown in **Figure 3**.

Traffic flow under Alternative 2 would be largely similar to that of Alternative 1. In lieu of an overpass, Fort Meade Garrison-bound POV traffic would exit the existing roundabout, enter the additional double-lane roundabout, then take the first exit to queue through the Mapes Road ACF for entry onto Fort Meade Garrison or rejection. NSA-bound POV traffic would exit the existing roundabout, enter the additional double-lane roundabout, then take the second exit onto the NSA campus inbound lane and veer left to VCP5. Similar to NSA-bound POV traffic, NSA- and Garrison-bound trucks would exit the existing roundabout, enter the additional double-lane roundabout, then take the second exit onto the NSA campus inbound lane but veer right onto the VCIF entry lane for inspection.



Source: NSAW and Fort Meade 2022
 Key: BGE = Baltimore Gas and Electric

Figure 2. Alternative 1 General Layout



Source: NSA and Fort Meade 2022
 Key: BGE = Baltimore Gas and Electric

Figure 3. Alternative 2 General Layout

2. Action Area

The action area is defined as the ORAM project area and is presented in **Figure 4**. The following description of the action area is excerpted from the description of the existing vegetation communities in the Biological Resources section of the Draft EIS currently being prepared.

Vegetative cover at Fort Meade consists of forest land, open land/meadow, and developed areas with maintained turf and street trees. Approximately one-third of the installation, or 1,500 acres, is forested. Four timber types, including Cove and Mixed Hardwood, Upland Hardwood, Pine Hardwood, and Pine, were identified in the ORAM project area during a 2021 Forest Stand Delineation (FSD). Forest cover types are: oak/hickory forest, tulip poplar/red maple forest, and pine forest (USACE 2022). The oak/hickory forest cover type is commonly dominated by white oak (*Quercus alba*), chestnut oak (*Quercus montana*), scarlet oak (*Quercus coccinea*), pin oak (*Quercus palustris*), willow oak (*Quercus phellos*), northern red oak (*Quercus rubra*), black oak (*Quercus velutina*), and mockernut hickory (*Carya tomentosa*). Common understory species include American beech (*Fagus grandifolia*), black gum (*Nyssa sylvatica*), sassafras (*Sassafras albidum*), oak saplings, pignut hickory (*Carya glabra*), red maple (*Acer rubrum*), greenbrier (*Smilax* spp.), and highbush blueberry (*Vaccinium corymbosum*). The tulip poplar/red maple forest cover type is commonly dominated by tulip poplar (*Liriodendron tulipifera*), red maple (*Acer rubrum*), sweetgum (*Liquidambar styraciflua*), sweetbay (*Magnolia virginiana*), and persimmon (*Diospyros virginiana*). Common understory species include sweetgum, sweet pepperbush (*Clethra alnifolia*), American holly (*Ilex opaca*), and pawpaw (*Asimina triloba*). The pine forest cover type is commonly dominated by Virginia pine (*Pinus virginiana*), loblolly pine (*Pinus taeda*), pitch pine (*Pinus rigida*), blackjack oak (*Quercus marilandica*), and various other oak species. Common understory species include various oak species, dwarf chestnut (*Castanea pumilla*), highbush blueberry (*Vaccinium corymbosum*), sassafras (*Sassafras albidum*), and black locust (*Robinia pseudoacacia*).

The 2021 FSD indicated that several survey plots within the 174-acre survey area have a Low Priority Retention rating (USACE 2022). The rating is based on isolation of the stand and lack of contiguous forest, a Champion (i.e., the largest known tree of a given species in a particular geographic area) or trees with 75 percent of the diameter at breast height of Champion species, steep slopes, and known federal- or state-listed sensitive species or critical habitat on site. No specific FSD guidance exists for the Low Priority Retention rating. NSA adheres to the Fort Meade Forest Conservation Act and Tree Management Policy, which includes reforestation of acreage equal to 20 percent of the total area developed on the campus.



Figure 4. Forest Stands and Wetlands within the Project Area

3. Species/Critical Habitat Considered

The following description of the Species/Critical Habitat Considered is excerpted from the description of the Federally Listed Species under the description of the existing Biological Resources in the Draft EIS currently being prepared.

A search of the USFWS Information, Planning, and Conservation (IPaC) system indicates that Fort Meade is within the geographic range of the federally endangered northern long-eared bat (*Myotis septentrionalis*) and candidate monarch butterfly (*Danaus plexippus*; USFWS 2022a). Although no ESA Section 7 requirements for consultation exist for the Monarch butterfly, analysis in the EIS and planning for this project considers this candidate species and its associated obligate milkweed habitat. Using a combination of the IPaC report, the Fort Meade INRMP, the Maryland list of rare, threatened, and endangered species, and recently completed surveys on Fort Meade, two additional federally listed bat species with the potential to occur in the Project Area were also identified, the endangered Indiana bat (*Myotis sodalis*) and the tricolored bat (*Perimyotis subflavus*), which was proposed for listing as endangered on September 13, 2022 (87 FR 53681). No critical habitat exists on the installation for any of these species (USFWS 2022a, Fort Meade 2012b).

Recently conducted surveys on Fort Meade confirmed the presence of the threatened northern long-eared bat; candidate Monarch butterfly; endangered Indiana bat; and tricolored bat (CMI 2018, 2022). Acoustic analysis confirmed the presence of the northern long-eared, Indiana, and tricolored bat species at multiple sites in forested areas on Fort Meade, but the number of calls was very low for each group, indicating they are transient and likely use the installation as an overwinter or early migratory stopover and foraging area. The majority of bat calls that were detected for these species occurred at three sites located more than 2.5 miles east and northeast of the proposed project area (CMI 2018).

Northern long-eared, Indiana, and tricolored bats on Fort Meade were predominantly observed or detected in forested areas (CMI 2018). Other suitable habitats for these species may include built structures such as buildings, barns, utility poles, behind window shutters, and in bat houses. Spring, summer, and fall habitat preferences for these species include forested areas with clusters of live and dead trees or snags (USFWS 2022b, 2022c, 2022d).

Individual trees might be considered suitable habitat when they exhibit characteristics of suitable roost trees and are within 1,000 feet of other forested or wooded habitat. Northern long-eared bats roost singly or in colonies underneath bark, in cavities or in crevices of both live trees and snags (typically greater than or equal to 3 inches diameter at breast height), or dead trees during the spring and summer seasons. Males and non-reproductive females may also roost in cooler places, such as caves and mines. Northern long-eared bats most likely are not dependent on certain species of trees for roosts throughout their range; rather, the bats opportunistically use many tree species that form suitable cavities or crevices, or retain bark.

Northern long-eared, Indiana, and tricolored bats use forested areas not only for roosting but also for foraging and commuting between summer and winter habitats (USFWS 2022c, 2022d). These species overwinter in caves or mines known as hibernacula. In southern portions of the United States where mines and caves are less common, tricolored bats are also found in the cracks and crevices of bridges

or in roadside culverts (USFWS 2022b, Newman et al. 2021). Like most bats, northern long-eared, Indian, and tricolored bats emerge at dusk to feed during their active period. They primarily fly through the understory of forested areas feeding on prey, which they catch while in flight using echolocation or by gleaning motionless insects from vegetation. The proposed project area contains a mid-climax hardwood forest dominated by various oaks with pine and tulip poplar/ red maple occurring as codominants. Common understory species include American beech, sassafras, red oak, pignut hickory, and red maple (USACE 2022).

The primary threat to northern long-eared, Indiana, and tricolored bats is White Nose Syndrome, a disease of hibernating bats that has quickly spread from the northeastern to the central United States (USFWS 2022c, 2022d, 87 FR 56381). The disease is named for the white fungus (*Pseudogymnoascus destructans*) that infects the skin of hibernating bats. Some affected bats display abnormal behavior, including flying during the day and in cold weather (i.e., before insects are available for foraging) and hibernating toward a cave's entrance where temperatures are much colder and less stable. Fat reserves in these bats are also severely diminished or non-existent, making survival to spring emergence difficult (80 FR 17974-18033). Though not as prominent as White Nose Syndrome, human disturbance and habitat loss also contribute to population declines for these species.

All life stages of the Monarch butterfly have been observed on the installation in open areas, along roadsides, and in wetland areas, with a prevalence of habitats supporting milkweed plants (primarily *Asclepias spp.*), which are obligate plants for the Monarch butterfly life cycle. The 2022 Fort Meade pollinator survey identified two prominent areas within the southeastern quadrant of the Fort Meade installation where milkweed plants occur; these habitat areas were where the majority of butterflies (including the Monarch butterfly) were observed (CMI 2022).

4. Effects Analysis

The following Effects Analysis is excerpted from the description of the Federally Listed Species under the description of the Environmental Consequences on Biological Resources in the Draft EIS currently being prepared.

DoD has determined that construction associated with the ORAM project may affect, but is not likely to adversely affect, the northern long-eared, Indiana, and tricolored bats through the presence of construction noise and removal of potentially suitable roosting trees and foraging habitats within and adjacent to the project area. Based on 2018 survey results, anticipated presence of these three bat species within the project area would be very low, because the majority of calls during fall, spring, and winter survey efforts were consistently detected at sites located more than 2.5 miles from the project area on Fort Meade.

In accordance with existing guidelines for these species, project activities would avoid tree clearing during known roosting periods. The potential exists for roosting and foraging bats, or individuals flying through their home ranges, to be disturbed or displaced by dust, noise, and light associated with demolition, construction, and operation activities. Given the temporary and variable nature of construction activities, these impacts and other behavioral responses to disturbances would be insignificant. All demolition and construction activities would occur more than 0.5 mile from known hibernacula. Therefore, no direct effects on hibernating northern long-eared, Indiana, or tricolored bats

would occur during winter. Additionally, measures would be implemented to minimize potential construction impacts, such as generation of dust. Therefore, disturbances related to dust are expected to be insignificant.

Northern long-eared, Indiana, and tricolored bats hunt prey in the air while flying using echolocation. While little information is available in the literature regarding the specific effect of noise on bat species using echolocation in their search for prey, most noise from construction associated with the Proposed Action is expected to occur during the day and would not be expected to disturb foraging. Impacts from noise disturbances associated with construction and operation activities are expected to be minimal and temporary and are not expected to permanently affect local bat populations.

Additional safety lighting may be required during construction activities. Many bat species respond in different ways to light disturbance. Some bats are light averse and would avoid lit areas, while others actively forage in lit areas. Additional light might cause avoidance behavior and reduce the availability of foraging areas for the northern long-eared bat. However, higher densities of *Myotis* spp. have been recorded in lit areas as compared to unlit areas due to the large number of insects (particularly moths) attracted to streetlights, particularly low wavelength light (Li and Wilkens 2022). Appropriate safety lighting would be used during construction and operation of the proposed facilities to illuminate the specific work area, or area of safety concern, and would be directed away from adjacent potential feeding and roosting habitat. Because the northern long-eared, Indiana, and tricolored bats prefer habitat located within the forested areas along the eastern boundary of Fort Meade and appear to only occur on the installation as a migratory stopover to their known reproductive and overwintering habitats elsewhere, effects from construction lighting would be minimal and temporary, and would not be expected to significantly affect local bat populations.

While it is possible that physical impacts resulting in injury or death could occur from operation of construction vehicles or felling trees, these impacts would be avoided. All tree cutting and clearing would be conducted in accordance with existing species guidelines and avoided during the spring and summer active roosting and nesting season (typically between April and August). If there is a need to remove a single or small cluster of trees (less than 1 acre) during the active season, the procedures in the April 24, 2015, *Programmatic Informal Consultation and Management Guidelines on the Northern Long-eared Bat (Myotis septentrionalis) for Ongoing Operations on Installation Management Command (IMCOM) Installations* (Programmatic Guidelines) would be followed (U.S. Army 2015). Additionally, construction vehicles within the ORAM project area would move slowly, allowing bats and other wildlife to avoid the vehicles, and travel mostly during the daytime when northern long-eared bats are not flying. Therefore, given the slow-moving, daytime, construction vehicle traffic; the species' nocturnal behavior; and the timing of clearing, no collisions between northern long-eared bats and construction vehicles are anticipated.

All contractors and others present during construction activity would be informed of the potential to encounter bats and their responsibilities to avoid impacts on bats. If dead or injured bats are encountered, the number of bats and location would be reported to the USFWS Chesapeake Bay Field Office.

Tree removal could also result in the loss of foraging and potentially suitable roost habitat for the northern long-eared, Indiana, and tricolored bats. The ORAM project area contains approximately 117 acres of forested land. The total acreage of forested land and vegetation disturbed would depend on the final

design, layout, and location of the proposed facilities. The likely behavioral response of bats returning in spring to the cleared area would be to disperse to adjacent suitable habitat, but these changes would be insignificant, based on the remaining forested habitat within Fort Meade and at the Patuxent Research Refuge (less than 2 miles south of the project area) and the propensity of the species to use alternative roost sites. DoD would preserve or reforest lands equal to 20 percent of the total area developed within the project area. Any new tree planting would provide returning bats familiar sheltering areas and new foraging habitat while they search for new roost sites, thereby helping to reduce energy demands immediately after migration. Furthermore, the Programmatic Guidelines state that inactive season tree removal effects would be discountable by following similar conservation measures to the Federal Highway Administration and Federal Railroad Administration's Rangewide Biological Assessment for Transportation Projects for Indiana Bat and Northern Long-eared Bat (U.S. Army 2015).

5. Conclusions and Determinations Effect

Implementation of the Proposed Action may affect but is not likely to adversely affect federally listed species, provided all tree cutting and clearing would be avoided during the spring and summer active roosting and nesting season. If it is determined that more than 1 acre of trees would need to be removed during the active season, the USFWS Chesapeake Bay Field Office would be consulted to evaluate potential effects. No other federally proposed or listed endangered or threatened species protected by the ESA are known to exist within the project area. Should project plans change, or if additional information regarding the distribution of listed or proposed species becomes available, this determination may be reevaluated.

Vegetation clearing for the Proposed Action could result in impacts on the Monarch butterfly. Although all life stages of the butterfly have been observed throughout the installation, no milkweed plants or known milkweed habitat occurs within the project area. Therefore, impacts on the obligate reproductive and feeding environment for the various life stages of the Monarch butterfly would not be expected. Further, planning and design for the construction and operation of the proposed roadways and facilities would consider the habitat requirements for the species and would avoid impacts on milkweed plants if identified within the project area at the time of construction.

6. References

- CMI 2018 Virginia Tech Conservation Management Institute (CMI). 2018. *Results of the 2017-2018 Bat Survey for Fort George G. Meade*.
- CMI 2022 CMI. 2022. *Avian and Pollinator Planning Level Surveys to Support INRMP Implementation at Fort George G. Meade, Maryland*. October 2022.
- Fort Meade 2012a Fort George G. Meade (Fort Meade). 2012. *Invasive Species Management Plan*. Prepared for Fort Meade by U.S. Army Corps of Engineers, Baltimore District. May 2012.
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Fort Meade 2012b	Fort Meade. 2012. <i>Draft Integrated Natural Resources Management Plan for U.S. Army Garrison Fort George G. Meade, 2008-2012.</i>
Li and Wilkins 2022	Li, H. and K.T. Wilkins. 2022. Predator-prey relationship between urban bats and insects impacted by both artificial light at night and spatial clutter. <i>Biology</i> (2022): 11, page 829. Available online: < https://www.ncbi.nlm.nih.gov/pmc/articles/PMC9219930/pdf/biology-11-00829.pdf >. Accessed 16 December 2022.
Newman et al. 2021	Newman, B.A., S.C. Loeb, and D.S. Jachaowski. 2021. Winter roosting ecology of tricolored bats (<i>Perimyotis subflavus</i>) in trees and bridges. 23 July 2021. <i>Journal of Mammalogy</i> , 102(5): 1331-1341, 2022. Available online: < https://academic.oup.com/jmammal/article/102/5/1331/6325737 >. Accessed 16 December 2022.
NSAW and Fort Meade 2022	NSAW and Fort Meade. 2022. <i>VCP5/VCIF Preliminary Concept Layout</i> . March 2022.
U.S. Army 2015	U.S. Army. 2015. Informal Conference and Management Guidelines on the Northern Long-eared Bat (<i>Myotis septentrionalis</i>) for Ongoing Operations on Installation Management Command Installations. May 2015. In NSA. 2017. <i>Final Environmental Impact Statement for the East Campus Integration Program Fort Meade, Maryland</i> . March 2017.
USACE 2019	United States Army Corps of Engineers (USACE). 2019. <i>Vehicle Control Point (VCP) 5 and Vehicle Cargo Inspection Facility (VCIF) Feasibility Study</i> . October 2019.
USACE 2022	United States Army Corps of Engineers (USACE). 2022. <i>Forest Stand Delineation Report for the O'Brien Road Access Modernization (ORAM) Fort George G. Meade, Maryland</i> . Prepared for DoD. January 2022.
USFWS 2022a	USFWS. 2022. "USFWS Information for Planning, and Consultation." Available online: < http://ipac.ecosphere.fws.gov >. Accessed 24 August 2022.
USFWS 2022b	USFWS. 2022. "Northern Long-Eared Bat." Available online: < http://www.fws.gov/species/northern-long-eared-bat-myotis-septentrionalis >. Accessed 5 October 2022.
USFWS 2022c	USFWS. 2022. Listed animal species under the ESA. Available online: < Listed+Animals">http://ecos.fws.gov/tess_public/reports/ad-hoc-species-report?kingdom=V&kingdom=I&status=E&status=T&status=EmE&status=EmT&status=EXPE&status=EXPN&status=SAE&status=SAT&mapstatus=3&fcrithab=on&fstatus=on&fspecrule=on&finvpop=on&fgroup=on&header>Listed+Animals >. Accessed 21 September 2022.

USFWS 2022d

USFWS. 2022. Indiana Bat. Available online:
<<https://www.fws.gov/species/indiana-bat-myotis-sodalis>>. Accessed 16
December 2022.

IPaC resource list

This report is an automatically generated list of species and other resources such as critical habitat (collectively referred to as *trust resources*) under the U.S. Fish and Wildlife Service's (USFWS) jurisdiction that are known or expected to be on or near the project area referenced below. The list may also include trust resources that occur outside of the project area, but that could potentially be directly or indirectly affected by activities in the project area. However, determining the likelihood and extent of effects a project may have on trust resources typically requires gathering additional site-specific (e.g., vegetation/species surveys) and project-specific (e.g., magnitude and timing of proposed activities) information.

Below is a summary of the project information you provided and contact information for the USFWS office(s) with jurisdiction in the defined project area. Please read the introduction to each section that follows (Endangered Species, Migratory Birds, USFWS Facilities, and NWI Wetlands) for additional information applicable to the trust resources addressed in that section.

Location

Anne Arundel County, Maryland



Local office

Chesapeake Bay Ecological Services Field Office

☎ (410) 573-4599

📠 (410) 266-9127

177 Admiral Cochrane Drive
Annapolis, MD 21401-7307

NOT FOR CONSULTATION

Endangered species

This resource list is for informational purposes only and does not constitute an analysis of project level impacts.

The primary information used to generate this list is the known or expected range of each species. Additional areas of influence (AOI) for species are also considered. An AOI includes areas outside of the species range if the species could be indirectly affected by activities in that area (e.g., placing a dam upstream of a fish population even if that fish does not occur at the dam site, may indirectly impact the species by reducing or eliminating water flow downstream). Because species can move, and site conditions can change, the species on this list are not guaranteed to be found on or near the project area. To fully determine any potential effects to species, additional site-specific and project-specific information is often required.

Section 7 of the Endangered Species Act **requires** Federal agencies to "request of the Secretary information whether any species which is listed or proposed to be listed may be present in the area of such proposed action" for any project that is conducted, permitted, funded, or licensed by any Federal agency. A letter from the local office and a species list which fulfills this requirement can **only** be obtained by requesting an official species list from either the Regulatory Review section in IPaC (see directions below) or from the local field office directly.

For project evaluations that require USFWS concurrence/review, please return to the IPaC website and request an official species list by doing the following:

1. Draw the project location and click CONTINUE.
2. Click DEFINE PROJECT.
3. Log in (if directed to do so).
4. Provide a name and description for your project.
5. Click REQUEST SPECIES LIST.

Listed species¹ and their critical habitats are managed by the [Ecological Services Program](#) of the U.S. Fish and Wildlife Service (USFWS) and the fisheries division of the National Oceanic and Atmospheric Administration (NOAA Fisheries²).

Species and critical habitats under the sole responsibility of NOAA Fisheries are **not** shown on this list. Please contact [NOAA Fisheries](#) for [species under their jurisdiction](#).

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1. Species listed under the [Endangered Species Act](#) are threatened or endangered; IPaC also shows species that are candidates, or proposed, for listing. See the [listing status page](#) for more information. IPaC only shows species that are regulated by USFWS (see FAQ).

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

The following species are potentially affected by activities in this location:

Mammals

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

Insects

NAME	STATUS
<p>Monarch Butterfly <i>Danaus plexippus</i></p> <p>Wherever found</p> <p>This species only needs to be considered if the following condition applies:</p> <ul style="list-style-type: none"> The monarch is a candidate species and not yet listed or proposed for listing. There are generally no section 7 requirements for candidate species (FAQ found here: https://www.fws.gov/savethemonarch/FAQ-Section7.html). <p>No critical habitat has been designated for this species. https://ecos.fws.gov/ecp/species/9743</p>	Candidate

Critical habitats

Potential effects to critical habitat(s) in this location must be analyzed along with the endangered species themselves.

There are no critical habitats at this location.

Migratory birds

Certain birds are protected under the Migratory Bird Treaty Act¹ and the Bald and Golden Eagle Protection Act².

Any person or organization who plans or conducts activities that may result in impacts to migratory birds, eagles, and their habitats should follow appropriate regulations and consider implementing appropriate conservation measures, as described [below](#).

1. The [Migratory Birds Treaty Act](#) of 1918.
2. The [Bald and Golden Eagle Protection Act](#) of 1940.

Additional information can be found using the following links:

- Birds of Conservation Concern <https://www.fws.gov/program/migratory-birds/species>
- Measures for avoiding and minimizing impacts to birds <https://www.fws.gov/library/collections/avoiding-and-minimizing-incident-take-migratory-birds>
- Nationwide conservation measures for birds <https://www.fws.gov/sites/default/files/documents/nationwide-standard-conservation-measures.pdf>

The birds listed below are birds of particular concern either because they occur on the [USFWS Birds of Conservation Concern \(BCC\)](#) list or warrant special attention in your project location. To learn more about the levels of concern for birds on your list and how this list is generated, see the FAQ [below](#). This is not a list of every bird you may find in this location, nor a guarantee that every bird on this list will be found in your project area. To see exact locations of where birders and the general public have sighted birds in and around your project area, visit the [E-bird data mapping tool](#) (Tip: enter your location, desired date range and a species on your list). For projects that occur on the Atlantic Coast, additional maps and models detailing the relative occurrence and abundance of bird species on your list are available. Links to additional information about Atlantic Coast birds, and other important information about your migratory bird list, including how to properly interpret and use your migratory bird report, can be found [below](#).

For guidance on when to schedule activities or implement avoidance and minimization measures to reduce impacts to migratory birds on your list, click on the PROBABILITY OF PRESENCE SUMMARY at the top of your list to see when these birds are most likely to be present and breeding in your project area.

NAME

BREEDING SEASON

Bald Eagle <i>Haliaeetus leucocephalus</i> This is not a Bird of Conservation Concern (BCC) in this area, but warrants attention because of the Eagle Act or for potential susceptibilities in offshore areas from certain types of development or activities. https://ecos.fws.gov/ecp/species/1626	Breeds Oct 15 to Aug 31
Black-billed Cuckoo <i>Coccyzus erythrophthalmus</i> This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/9399	Breeds May 15 to Oct 10
Blue-winged Warbler <i>Vermivora pinus</i> This is a Bird of Conservation Concern (BCC) only in particular Bird Conservation Regions (BCRs) in the continental USA	Breeds May 1 to Jun 30
Bobolink <i>Dolichonyx oryzivorus</i> This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.	Breeds May 20 to Jul 31
Canada Warbler <i>Cardellina canadensis</i> This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.	Breeds May 20 to Aug 10
Cerulean Warbler <i>Dendroica cerulea</i> This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/2974	Breeds Apr 29 to Jul 20
Chimney Swift <i>Chaetura pelagica</i> This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.	Breeds Mar 15 to Aug 25
Eastern Whip-poor-will <i>Antrostomus vociferus</i> This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.	Breeds May 1 to Aug 20

<p>Golden Eagle <i>Aquila chrysaetos</i> This is not a Bird of Conservation Concern (BCC) in this area, but warrants attention because of the Eagle Act or for potential susceptibilities in offshore areas from certain types of development or activities. https://ecos.fws.gov/ecp/species/1680</p>	Breeds elsewhere
<p>Kentucky Warbler <i>Oporornis formosus</i> This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.</p>	Breeds Apr 20 to Aug 20
<p>King Rail <i>Rallus elegans</i> This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/8936</p>	Breeds May 1 to Sep 5
<p>Lesser Yellowlegs <i>Tringa flavipes</i> This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/9679</p>	Breeds elsewhere
<p>Prairie Warbler <i>Dendroica discolor</i> This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.</p>	Breeds May 1 to Jul 31
<p>Prothonotary Warbler <i>Protonotaria citrea</i> This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.</p>	Breeds Apr 1 to Jul 31
<p>Red-headed Woodpecker <i>Melanerpes erythrocephalus</i> This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.</p>	Breeds May 10 to Sep 10
<p>Rusty Blackbird <i>Euphagus carolinus</i> This is a Bird of Conservation Concern (BCC) only in particular Bird Conservation Regions (BCRs) in the continental USA</p>	Breeds elsewhere
<p>Willet <i>Tringa semipalmata</i> This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.</p>	Breeds Apr 20 to Aug 5

Wood Thrush *Hyalocichla mustelina*

Breeds May 10 to Aug 31

This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.

Probability of Presence Summary

The graphs below provide our best understanding of when birds of concern are most likely to be present in your project area. This information can be used to tailor and schedule your project activities to avoid or minimize impacts to birds. Please make sure you read and understand the FAQ "Proper Interpretation and Use of Your Migratory Bird Report" before using or attempting to interpret this report.

Probability of Presence (■)

Each green bar represents the bird's relative probability of presence in the 10km grid cell(s) your project overlaps during a particular week of the year. (A year is represented as 12 4-week months.) A taller bar indicates a higher probability of species presence. The survey effort (see below) can be used to establish a level of confidence in the presence score. One can have higher confidence in the presence score if the corresponding survey effort is also high.

How is the probability of presence score calculated? The calculation is done in three steps:

1. The probability of presence for each week is calculated as the number of survey events in the week where the species was detected divided by the total number of survey events for that week. For example, if in week 12 there were 20 survey events and the Spotted Towhee was found in 5 of them, the probability of presence of the Spotted Towhee in week 12 is 0.25.
2. To properly present the pattern of presence across the year, the relative probability of presence is calculated. This is the probability of presence divided by the maximum probability of presence across all weeks. For example, imagine the probability of presence in week 20 for the Spotted Towhee is 0.05, and that the probability of presence at week 12 (0.25) is the maximum of any week of the year. The relative probability of presence on week 12 is $0.25/0.25 = 1$; at week 20 it is $0.05/0.25 = 0.2$.
3. The relative probability of presence calculated in the previous step undergoes a statistical conversion so that all possible values fall between 0 and 10, inclusive. This is the probability of presence score.

To see a bar's probability of presence score, simply hover your mouse cursor over the bar.

Breeding Season (■)

Yellow bars denote a very liberal estimate of the time-frame inside which the bird breeds across its entire range. If there are no yellow bars shown for a bird, it does not breed in your project area.

Survey Effort (I)

Vertical black lines superimposed on probability of presence bars indicate the number of surveys performed for that species in the 10km grid cell(s) your project area overlaps. The number of surveys is expressed as a range, for example, 33 to 64 surveys.

To see a bar's survey effort range, simply hover your mouse cursor over the bar.

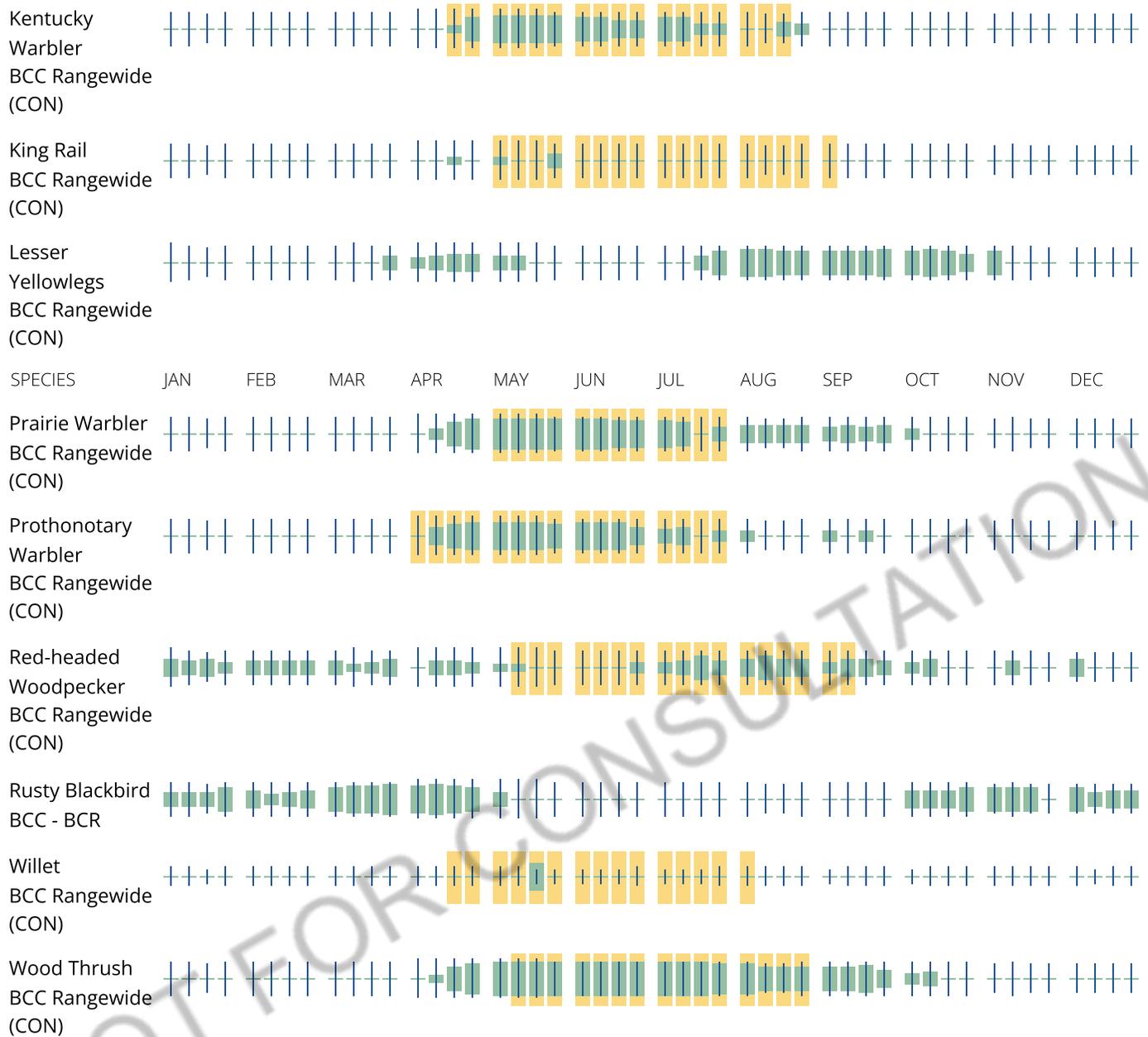
No Data (-)

A week is marked as having no data if there were no survey events for that week.

Survey Timeframe

Surveys from only the last 10 years are used in order to ensure delivery of currently relevant information. The exception to this is areas off the Atlantic coast, where bird returns are based on all years of available data, since data in these areas is currently much more sparse.





Tell me more about conservation measures I can implement to avoid or minimize impacts to migratory birds.

[Nationwide Conservation Measures](#) describes measures that can help avoid and minimize impacts to all birds at any location year round. Implementation of these measures is particularly important when birds are most likely to occur in the project area. When birds may be breeding in the area, identifying the locations of any active nests and avoiding their destruction is a very helpful impact minimization measure. To see when birds are most likely to occur and be breeding in your project area, view the Probability of Presence Summary. [Additional measures](#) or [permits](#) may be advisable depending on the type of activity you are conducting and the type of infrastructure or bird species present on your project site.

What does IPaC use to generate the list of migratory birds that potentially occur in my specified location?

The Migratory Bird Resource List is comprised of USFWS [Birds of Conservation Concern \(BCC\)](#) and other species that may warrant special attention in your project location.

The migratory bird list generated for your project is derived from data provided by the [Avian Knowledge Network \(AKN\)](#). The AKN data is based on a growing collection of [survey, banding, and citizen science datasets](#) and is queried and filtered to return a list of those birds reported as occurring in the 10km grid cell(s) which your project intersects, and that have been identified as warranting special attention because they are a BCC species in that area, an eagle ([Eagle Act](#) requirements may apply), or a species that has a particular vulnerability to on shore activities or development.

Again, the Migratory Bird Resource list includes only a subset of birds that may occur in your project area. It is not representative of all birds that may occur in your project area. To get a list of all birds potentially present in your project area, please visit the [Rapid Avian Information Locator \(RAIL\) Tool](#).

What does IPaC use to generate the probability of presence graphs for the migratory birds potentially occurring in my specified location?

The probability of presence graphs associated with your migratory bird list are based on data provided by the [Avian Knowledge Network \(AKN\)](#). This data is derived from a growing collection of [survey, banding, and citizen science datasets](#).

Probability of presence data is continuously being updated as new and better information becomes available. To learn more about how the probability of presence graphs are produced and how to interpret them, go to the Probability of Presence Summary and then click on the "Tell me about these graphs" link.

How do I know if a bird is breeding, wintering or migrating in my area?

To see what part of a particular bird's range your project area falls within (i.e. breeding, wintering, migrating or year-round), you may query your location using the [RAIL Tool](#) and look at the range maps provided for birds in your area at the bottom of the profiles provided for each bird in your results. If a bird on your migratory bird species list has a breeding season associated with it, if that bird does occur in your project area, there may be nests present at some point within the timeframe specified. If "Breeds elsewhere" is indicated, then the bird likely does not breed in your project area.

What are the levels of concern for migratory birds?

Migratory birds delivered through IPaC fall into the following distinct categories of concern:

1. "BCC Rangewide" birds are [Birds of Conservation Concern](#) (BCC) that are of concern throughout their range anywhere within the USA (including Hawaii, the Pacific Islands, Puerto Rico, and the Virgin Islands);
2. "BCC - BCR" birds are BCCs that are of concern only in particular Bird Conservation Regions (BCRs) in the continental USA; and
3. "Non-BCC - Vulnerable" birds are not BCC species in your project area, but appear on your list either because of the [Eagle Act](#) requirements (for eagles) or (for non-eagles) potential susceptibilities in on shore areas from certain types of development or activities (e.g. on shore energy development or longline fishing).

Although it is important to try to avoid and minimize impacts to all birds, efforts should be made, in particular, to avoid and minimize impacts to the birds on this list, especially eagles and BCC species of rangewide concern. For more information on conservation measures you can implement to help avoid and minimize migratory bird impacts and requirements for eagles, please see the FAQs for these topics.

Details about birds that are potentially affected by offshore projects

For additional details about the relative occurrence and abundance of both individual bird species and groups of bird species within your project area off the Atlantic Coast, please visit the [Northeast Ocean Data Portal](#). The Portal also offers data and information about other taxa besides birds that may be helpful to you in your project review. Alternately, you may download the bird model results files underlying the portal maps through the [NOAA NCCOS Integrative Statistical Modeling and Predictive Mapping of Marine Bird Distributions and Abundance on the Atlantic Outer Continental Shelf](#) project webpage.

Bird tracking data can also provide additional details about occurrence and habitat use throughout the year, including migration. Models relying on survey data may not include this information. For additional information on marine bird tracking data, see the [Diving Bird Study](#) and the [nanotag studies](#) or contact [Caleb Spiegel](#) or [Pam Loring](#).

What if I have eagles on my list?

If your project has the potential to disturb or kill eagles, you may need to [obtain a permit](#) to avoid violating the Eagle Act should such impacts occur.

Proper Interpretation and Use of Your Migratory Bird Report

The migratory bird list generated is not a list of all birds in your project area, only a subset of birds of priority concern. To learn more about how your list is generated, and see options for identifying what other birds may be in your project area, please see the FAQ "What does IPaC use to generate the migratory birds potentially occurring in my specified location". Please be aware this report provides the "probability of presence" of birds within the 10 km grid cell(s) that overlap your project; not your exact project footprint. On the graphs provided, please also look carefully at the survey effort (indicated by the black vertical bar) and for the existence of the "no data" indicator (a red horizontal bar). A high survey effort is the key component. If the survey effort is high, then the probability of presence score can be viewed as more dependable. In contrast, a low survey effort bar or no data bar means a lack of data and, therefore, a lack of certainty about presence of the species. This list is not perfect; it is simply a starting point for identifying what birds of concern have the potential to be in your project area, when they might be there, and if they might be breeding (which means nests might be present). The list helps you know what to look for to confirm presence, and helps guide you in knowing when to implement conservation measures to avoid or minimize potential impacts from your project activities, should presence be confirmed. To learn more about conservation measures, visit the FAQ "Tell me about conservation measures I can implement to avoid or minimize impacts to migratory birds" at the bottom of your migratory bird trust resources page.

Coastal Barrier Resources System

Projects within the [John H. Chafee Coastal Barrier Resources System](#) (CBRS) may be subject to the restrictions on federal expenditures and financial assistance and the consultation requirements of the Coastal Barrier Resources Act (CBRA) (16 U.S.C. 3501 et seq.). For more information, please contact the local [Ecological Services Field Office](#) or visit the [CBRA](#)

[Consultations website](#). The CBRA website provides tools such as a flow chart to help determine whether consultation is required and a template to facilitate the consultation process.

There are no known coastal barriers at this location.

Data limitations

The CBRS boundaries used in IPaC are representations of the controlling boundaries, which are depicted on the [official CBRS maps](#). The boundaries depicted in this layer are not to be considered authoritative for in/out determinations close to a CBRS boundary (i.e., within the "CBRS Buffer Zone" that appears as a hatched area on either side of the boundary). For projects that are very close to a CBRS boundary but do not clearly intersect a unit, you may contact the Service for an official determination by following the instructions here: <https://www.fws.gov/service/coastal-barrier-resources-system-property-documentation>

Data exclusions

CBRS units extend seaward out to either the 20- or 30-foot bathymetric contour (depending on the location of the unit). The true seaward extent of the units is not shown in the CBRS data, therefore projects in the offshore areas of units (e.g., dredging, breakwaters, offshore wind energy or oil and gas projects) may be subject to CBRA even if they do not intersect the CBRS data. For additional information, please contact CBRA@fws.gov.

Facilities

Wildlife refuges and fish hatcheries

Refuge and fish hatchery information is not available at this time

Wetlands in the National Wetlands Inventory

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

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

Wetland information is not available at this time

This can happen when the National Wetlands Inventory (NWI) map service is unavailable, or for very large projects that intersect many wetland areas. Try again, or visit the [NWI map](#) to view wetlands at this location.

Data limitations

The Service's objective of mapping wetlands and deepwater habitats is to produce reconnaissance level information on the location, type and size of these resources. The maps are prepared from the analysis of high altitude imagery. Wetlands are identified based on vegetation, visible hydrology and geography. A margin of error is inherent in the use of imagery; thus, detailed on-the-ground inspection of any particular site may result in revision of the wetland boundaries or classification established through image analysis.

The accuracy of image interpretation depends on the quality of the imagery, the experience of the image analysts, the amount and quality of the collateral data and the amount of ground truth verification work conducted. Metadata should be consulted to determine the date of the source imagery used and any mapping problems.

Wetlands or other mapped features may have changed since the date of the imagery or field work. There may be occasional differences in polygon boundaries or classifications between the information depicted on the map and the actual conditions on site.

Data exclusions

Certain wetland habitats are excluded from the National mapping program because of the limitations of aerial imagery as the primary data source used to detect wetlands. These habitats include seagrasses or submerged aquatic vegetation that are found in the intertidal and subtidal zones of estuaries and nearshore coastal waters. Some deepwater reef communities (coral or tubercid worm reefs) have also been excluded from the inventory. These habitats, because of their depth, go undetected by aerial imagery.

Data precautions

Federal, state, and local regulatory agencies with jurisdiction over wetlands may define and describe wetlands in a different manner than that used in this inventory. There is no attempt, in either the design or products of this inventory, to define the limits of proprietary jurisdiction of any Federal, state, or local government or to establish the geographical scope of the regulatory programs of government agencies. Persons intending to engage in activities involving modifications within or adjacent to wetland areas should seek the advice of appropriate federal, state, or local agencies concerning specified agency regulatory programs and proprietary jurisdictions that may affect such activities.

From: [Deeley, Sabrina M](#)
To: [Humphreys, Abbey](#)
Cc: [LaRouche, Genevieve](#); [Solomon, Patrick D](#); [Williams, Jeffrey](#)
Subject: RE: [EXTERNAL] Project Review Request Follow-up: Section 7 Consultation for O'Brien Road Access Modernization (ORAM) at Fort Meade
Date: Wednesday, September 20, 2023 8:59:15 AM
Attachments: [RE Extended Environmental Review ER230241 - Draft EIS DOD O'Brien Road Access Modernization Fort Meade MD.msg](#)

CAUTION: [EXTERNAL] This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Good morning,

Thank you for your continued efforts in keeping us informed regarding this project. In this case, we had also received notice from the Department of Interior and provided our comments via those channels (attached).

We note that no further Section 7 consultation is required for this project unless project plans change or this project takes place after April 1, 2024.

Please let me know if you need anything further and feel free to contact me with any questions or concerns.

Thank you,
Sabrina

Sabrina Deeley, PhD
Fish and Wildlife Biologist
Chesapeake Bay Field Office
U.S. Fish and Wildlife Service
Office: 410-573-4535
Sabrina_Deeley@fws.gov

From: Humphreys, Abbey <Abbey.Humphreys@hdrinc.com>
Sent: Thursday, June 15, 2023 10:36 AM
To: LaRouche, Genevieve <Genevieve_LaRouche@fws.gov>
Cc: CBFO Project Review, FW5 <cbfoprojectreview@fws.gov>; Solomon, Patrick D <patrick.solomon@hdrinc.com>; Williams, Jeffrey <jdwill2@nsa.gov>
Subject: [EXTERNAL] Project Review Request Follow-up: Section 7 Consultation for O'Brien Road Access Modernization (ORAM) at Fort Meade

This email has been received from outside of DOI - Use caution before clicking on links, opening attachments, or responding.

Good Morning Ms. LaRouche,

On behalf of the Department of Defense (DoD), we are pleased to notify you of the availability of the *Draft Environmental Impact Statement (DEIS) for the O'Brien Road Access Modernization (ORAM) at Fort George G. Meade, Maryland*. The DEIS is available for your review at <https://www.nab.usace.army.mil/oram>.

Attached to this email is an electronic version of a hard copy letter that has been sent to you via FedEx alerting you to the availability of the DEIS and requesting your concurrence on the DoD's effects determination for the ORAM project at Fort Meade. A letter with a description of the Proposed Action, environmental baseline of the project area, and analysis of potential effects on the federally listed and candidate species to initiate informal Section 7 consultation and review for this project under the Endangered Species Act, as amended, was previously submitted to you on February 2, 2023 through the USFWS Chesapeake Bay Field Office project review email at cbfoprojectreview@fws.gov. We respectfully request your concurrence on the proposed effects finding for the ORAM project. Should you have any questions or comments, please contact Mr. Jeffrey Williams by telephone at 301-688-2970, or email at jdwill2@nsa.gov.

Respectfully,

Abbey Humphreys

Environmental Scientist II

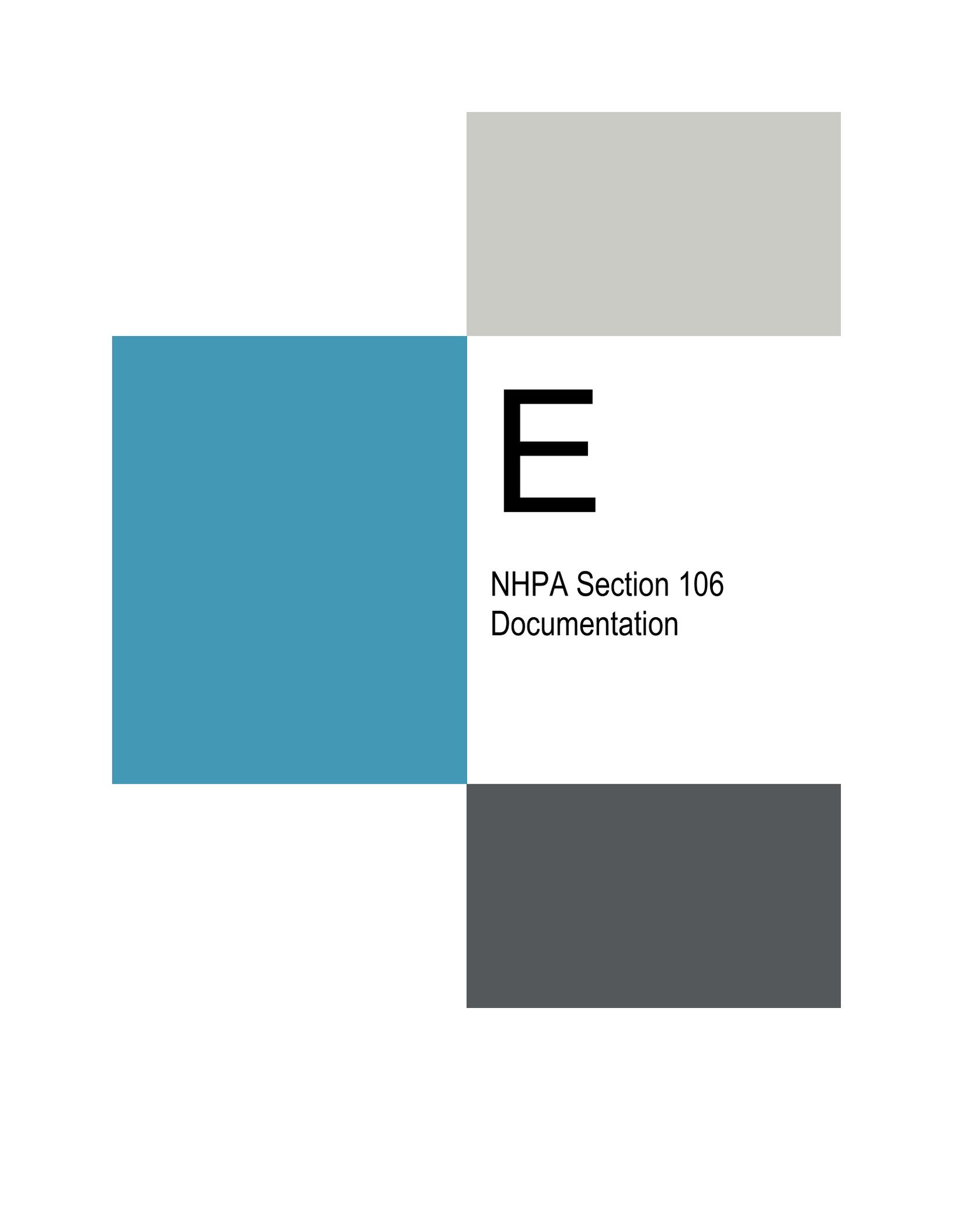
HDR

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E

NHPA Section 106
Documentation

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NATIONAL SECURITY AGENCY
CENTRAL SECURITY SERVICE
Fort George G. Meade, Maryland 20755

February 2, 2023

Elizabeth Hughes, Director
State Historic Preservation Officer
Maryland Historical Trust
100 Community Place
Crownsville, MD 21032

RE: Environmental Impact Statement (EIS) for the O'Brien Road Access Modernization (ORAM)
Project, Fort Meade, Maryland, Section 106 Consultation Initiation

Dear Ms. Hughes,

The Department of Defense (DoD) proposes to replace and relocate the campus vehicle access and security facilities, in order to increase operational efficiencies and capacity to process deliveries and traffic entering the National Security Agency (NSA) and Fort George G. Meade (Fort Meade) campuses. The existing facilities are inadequate to provide efficient vehicle and cargo inspection due to space limitations and increased requirements generated by construction across both NSA and Fort Meade. NSA anticipates that the proposed O'Brien Road Access Modernization (ORAM) project would result in generally temporary minor adverse impacts during construction but would provide long-term beneficial impacts on traffic. Public scoping for the EIS occurred in August 2022, and a Draft EIS is currently being prepared to address the proposal by DoD for implementation of the ORAM, including the construction and operation of vehicle access and security facilities for the NSA campus and Fort Meade Garrison, and demolition of some existing facilities. The ORAM project is needed to meet increased mission and security capacity, both at Fort Meade and within the Intelligence Community.

Enclosed please find a MHT Project Review Form and associated attachments to initiate Section 106 consultation and review for this project under the National Historic Preservation Act of 1966, as amended. DoD is requesting your concurrence on a no effect finding as documented in the attachments. Should you have any questions or comments, please contact me by telephone at 301-688-2970, or email at jdwill2@nsa.gov.

Sincerely,

Jeffrey D. Williams

Jeffrey D. Williams, LEED-AP
Sr. Environmental Engineer
NSA Sustainability and Environmental Compliance

Enclosures: MHT Project Review Form and Attachments

cc: Beth Cole, Administrator of Review and Compliance, MHT



Project Description

The Department of Defense (DoD) proposes to implement the O'Brien Road Access Modernization (ORAM) project on Fort Meade, which would entail renovation and upgrade of inspection facilities, upgrade of access facilities, and corresponding roadway improvements for Mapes, O'Brien, Perimeter, and Venona Roads on Fort Meade. The ORAM project area includes the locations being considered for Vehicle Control Point 5 (VCP5) and the Mapes Road Access Control Facility (ACF). **Figure 1** identifies the location of the Proposed Action and surrounding areas.

The Proposed Action would consist of:

- Demolition of the existing VCP5, Vehicle Control Inspection Facility (VCIF), Mail Screening Facility (MSF), and Mapes Road ACF
- Construction of a new VCP5 along O'Brien Road
- Construction of a new VCIF with adjacent Visitor Control Center
- Construction of a new MSF adjacent to the VCIF
- Reconfiguration of the Mapes Road ACF
- Roadway improvements to provide enhanced routing and separation of traffic between NSA and Fort Meade entering from Maryland State Routes (MD) 32 and 198
- Associated infrastructure, including sidewalks, inspection canopies, dog kennels, surface parking areas, stormwater management facilities, and utilities

The ORAM project area, as shown in **Figure 2**, includes the existing locations of VCP5, the VCIF, and the Mapes Road ACF. The new VCIF complex would be comprised of several small structures and associated infrastructure, including a new covered inspection building with four inspection lanes; shade canopies for 20 police K9 unit vehicles; a new police K9 unit kennel with concrete foundation and fenced-in yard for 30 working dogs; and supporting administration offices, a gatehouse, a search/inspection office, and an overwatch structure.

After passing through the VCIF, drivers and their passengers are required to go through the Visitor Control Center to acquire a visitor pass. The existing Visitor Control Center is approximately 2,800 square feet and provides a small waiting area, a security desk for checking IDs and issuing visitor passes, a fingerprint area, and restrooms. The administrative areas include counter space and limited supporting office space composed of cubicles and one enclosed staff office. The Visitor Control Center needs to be accessible from both the parking lot and VCIF. The new Visitor Control Center, which would be adjacent to the proposed VCIF, would cover approximately 5,000 square feet, include an expanded parking lot and an exit lane providing entry to the NSA campus or egress to Fort Meade.

The existing VCP5 is located along O'Brien Road and configured with two entry lanes and one exit lane. During peak hours, both entry lanes can be used; however, if a car is stopped, that entry lane is closed and the other is used for continued progress. A rejection turn-around lane is

Figure 2. Proposed Action and Surrounding Areas



located west of VCP5. VCP5 currently does not allow pedestrian access along O'Brien Road through this facility. The new VCP5 would include four inspection lanes, a rejection lane, four police officer booths, Americans with Disabilities Act-compliant pedestrian sally port and bicycle access, and access control barriers. Two inbound lanes approaching the VCP would split into four inspection lanes through the inspection booths and merge back into two lanes following inspection.

In addition to construction of the new VCIF and VCP5, the Proposed Action would include roadway reconfiguration in support of vehicle and personnel processing, including improved routing and separation of NSA traffic from Fort Meade Garrison traffic. Privately owned vehicles (POVs) would be able to access VCP5 without having to go through the Mapes Road ACF. The ACF would be relocated and reconfigured for entrance into the Garrison portion of Fort Meade to accommodate the roadway improvements. Construction would also include associated infrastructure, such as sidewalks; parking for building occupants; access roads; and utilities. All roadways and facility construction would incorporate required Environmental Site Design (ESD) stormwater management facilities as required by federal and state requirements. Site preparation for the Proposed Action would include demolition and replacement of the existing structures, including VCP5, VCIF, MSF, and Mapes Road ACF, as well as infrastructure in the area, such as utilities and parking areas (see **Table 1**).

Table 1. Buildings Proposed for Demolition Under the Proposed Action

Building #	Year Constructed
VCP5	2001
VCP7	2001
9708 (VCIF)	2001
9708A (VCIF)	2001
9709 (VCIF)	2001
9709A (VCIF)	2001

The Proposed Action would separate NSA and Fort Meade traffic to alleviate traffic congestion. Delivery inspections would be relocated to a site to the east of O'Brien Road, farther away from primary operation areas to minimize potential security risks. This inspection location would also provide direct access for delivery of approved materials to each campus. Delivery vehicles would still be adjacent to workforce traffic, and congestion would be mitigated through the use of signage, traffic lane design, and queueing distance.

Because the development of the ORAM is in the planning stages, no detailed engineering or design work for proposed facilities has been accomplished. The exact space requirements and precise locations and layouts of proposed buildings and infrastructure will not be known until the detailed design process is underway. Therefore, the proposed facilities and infrastructure analyzed in the EIS are interchangeable within the ORAM project area.

Two alternatives for ORAM configurations are available to DoD and are being carried forward for analysis in the EIS. Both alternatives are joint concepts that were developed with input from the NSA and Fort Meade Garrison to meet the needs of both organizations. The alternatives take advantage of using the existing layout and infrastructure in the project area as well as proximity to the MD 32/MD 198 interchange, with changes to the locations of the existing VCP5, VCIF, and Mapes Road ACF to alleviate the bottleneck that occurs from multiple separate, single-lane access. These alternatives are discussed further in the Proposed Alternatives section below.

DoD proposes to begin construction of the ORAM in fiscal year 2027 (FY27) and occur for 2 years, with expected completion in fiscal year 2029 (FY29).

Proposed Alternatives

Each alternative carried forward for analysis would include demolition of facilities identified in **Table 1**.

Alternative 1 (Preferred Alternative). Alternative 1 would use an overpass for vehicle movement, sited shortly after vehicles enter the installation from the existing entry way roundabout that is part of the MD 32/MD 198 interchange. The VCIF would be moved east of O'Brien Road and expanded to include four checkpoint lanes. Operating all four lanes would help reduce vehicle congestion during morning VCIF truck queuing. VCP5 would be relocated to the area of the existing VCIF. The length of the Mapes Road ACF inbound lane would be increased, and the new ACF would be relocated to the south, adjacent to the existing ACF. This design would include preservation of several existing buildings and features in the project area that are unrelated to the Proposed Action, including historic resources. Under this alternative, a direct connection to MD 32 would also be included and coordinated with the Maryland Department of Transportation State Highway Administration. To maintain sightlines from VCP5 to the final denial barriers, forest clearing would likely be required. Impacts on forests would be minimized to the greatest extent practicable.

To enter both Fort Meade Garrison and the NSA campus from MD 32, POV and truck traffic would approach Fort Meade via Mapes Road. Under Alternative 1, Fort Meade Garrison-bound POV traffic would exit the existing roundabout and queue through the Mapes Road ACF for entry into Fort Meade Garrison. NSA-bound POV traffic would exit the existing roundabout via the overpass and veer left to the VCP5 inbound lane for entry or rejection. Rejected POVs would be turned around via the VCP5 rejection lane to merge onto the outbound lane that would lead them off Fort Meade back onto MD 32 along with egress traffic. Similar to NSA-bound POV traffic, NSA- and Garrison-bound trucks would exit the existing roundabout via the overpass, then veer right into the VCIF entry lane for inspection; upon clearance, they would exit north to the NSA campus or south to merge onto Mapes Road going east onto the Fort Meade Garrison. Upon rejection, trucks would be escorted off Fort Meade via the VCIF rejection lane, which would merge onto Mapes Road, going west toward MD 32.

Alternative 2. Alternative 2 would be largely the same as Alternative 1, except that in lieu of an overpass, an additional double-lane roundabout would be constructed and used for inbound vehicle entry. Construction of the additional double-lane roundabout under Alternative 2 would have a lower cost than construction of the overpass bridge under Alternative 1.

Traffic flow under Alternative 2 would be largely similar to that of Alternative 1. In lieu of an overpass, Fort Meade Garrison-bound POV traffic would exit the existing roundabout, enter the additional double-lane roundabout, then take the first exit to queue through the Mapes Road ACF for entry onto Fort Meade Garrison or rejection. NSA-bound POV traffic would exit the existing roundabout, enter the additional double-lane roundabout, then take the second exit onto the NSA campus inbound lane and veer left to VCP5. Similar to NSA-bound POV traffic, NSA- and Garrison-bound trucks would exit the existing roundabout, enter the additional double-lane roundabout, then take the second exit onto the NSA campus inbound lane but veer right onto the VCIF entry lane for inspection.

Existing Conditions – Land Use

Fort Meade encompasses approximately 5,000 acres in the northwestern corner of Anne Arundel County, Maryland. The installation is approximately 18 miles southwest of Baltimore, Maryland (see **Figure 1**). The installation is primarily composed of administration, intelligence operations, instructional institutions, family housing, and support facilities. Fort Meade is bound by the Baltimore-Washington Parkway to the northwest, Annapolis Road (MD 175) to the northeast, and Patuxent Freeway (MD 32) to the south and west. Other significant nearby transportation arteries include U.S. Route 1 and Interstate 95, which run parallel to and just to the west of the Baltimore-Washington Parkway. Interstate 97, which connects Baltimore and Annapolis, is several miles east of Fort Meade.

NSA Campus. NSA occupies a highly developed campus, which encompasses approximately 755 acres within the southwestern quadrant of Fort Meade. Land uses surrounding the NSA campus within Fort Meade include the on-installation government/institutional uses for Fort Meade Garrison. Off-installation land south of the NSA campus is primarily woodland that is part of the U.S. Fish and Wildlife Service's (USFWS) Patuxent Research Refuge. Maryland State-owned properties are located to the west of the installation.

The *2019 National Security Agency Washington (NSAW) Master Plan* provides the framework for upgrading the NSA campus with secure, resilient optimized facilities to meet current and future mission needs as well as accessible transportation, pathways, and facilities, providing an enhanced campus environment for the workforce and visitors; and promoting sustainability and stewardship of the land and natural resources. Key developmental goals highlighted in the 2019 NSAW Master Plan include improved mobility to provide access to all campus areas. Roadways should be optimized to support vehicular, bicycle, and pedestrian traffic and connectivity. VCPs connect the campus to external roads and are a critical component of the overall vehicular network.

Figure 3. Alternative 1 General Layout



Source: NSAW and Fort Meade 2022; Key: BGE = Baltimore Gas and Electric

Figure 4. Alternative 2 General Layout



Source: NSAW and Fort Meade 2022; Key: BGE = Baltimore Gas and Electric

ORAM Project Area. The existing VCIF and VCP5 are collocated in the southern portion of NSA campus along the western side of O'Brien Road within the support land use category. This area includes support facilities, such as warehouse and storage facilities. The Mapes Road ACF is located in the southwestern portion of the Fort Meade campus along Mapes Road, where land use is regulated for administrative purposes, but largely surrounded by open space. Land near the Mapes Road ACF is regulated through the industrial, troop housing, and community support standards, which allow for close access to the gate for truck and troop ingress and egress. The ORAM project area is along the southwestern boundary of Fort Meade Garrison and extends into the southern portion of the NSA campus.

Outside Fort Meade. Land use surrounding Fort Meade consists primarily of developed property that supports a growing population. Cities near Fort Meade include Odenton to the east, Jessup to the north, and Laurel to the west. Areas north and east of Fort Meade have a range of residential uses with higher density residential units to the east. Land use northwest of the installation is categorized as residential with some industrial, mixed use, and commercial areas. Land use west of Fort Meade includes a variety of mixed use, industrial, and low to high density residential uses with conservation and forested and open space areas along the Little Patuxent River. Land uses south of Fort Meade include mixed uses; low- to high-density residential; transit (the Tipton Airport); and natural features, including the Patuxent Research Refuge. Odenton Town Center is located southeast of the installation (AAC 2021).

The Anne Arundel County *General Development Plan: Plan 2040* (AAC 2021) guides land use and management. The plan integrates land use and transportation policy to support development for critical economic areas, such as Fort Meade. A part of the plan focuses on improving regional corridors to make commutes more reliable. This includes prioritizing eastbound improvement along MD 32 between MDs 295 and 198 as well as westbound improvements between MD 170 and Fort Meade (AAC 2021). Although federal land is not subject to state or county zoning regulations or land use policies, the 2019 NSAW Master Plan (NSA 2019) and 2020 Fort Meade ADP (U.S. Army 2020) both consider past iterations of Anne Arundel County's General Development Plan (AAC 2021) for planning considerations and off-installation land use.

Visual Resources. Fort Meade, including parts of the NSA campus, is divided into six visual themes (administrative, industrial, troop, residential, community, and campus) based on the architectural character and land use patterns on the installation. The west-central portion of the ORAM project area encompasses land within the campus visual theme. Most of the eastern half of the project area is within the troop theme and the southern portion of the project area is within the industrial theme. These visual themes consist of administrative facilities associated with installation entry; commercial use, including a gas station and fast-food restaurant; and installation roads for transportation bounded by forested areas. The undeveloped land within the project area includes natural vegetation and forested areas. The 2019 NSAW Master Plan (NSA 2019) places importance on visually appealing facilities and landscape design.

Existing Conditions – Cultural Resources

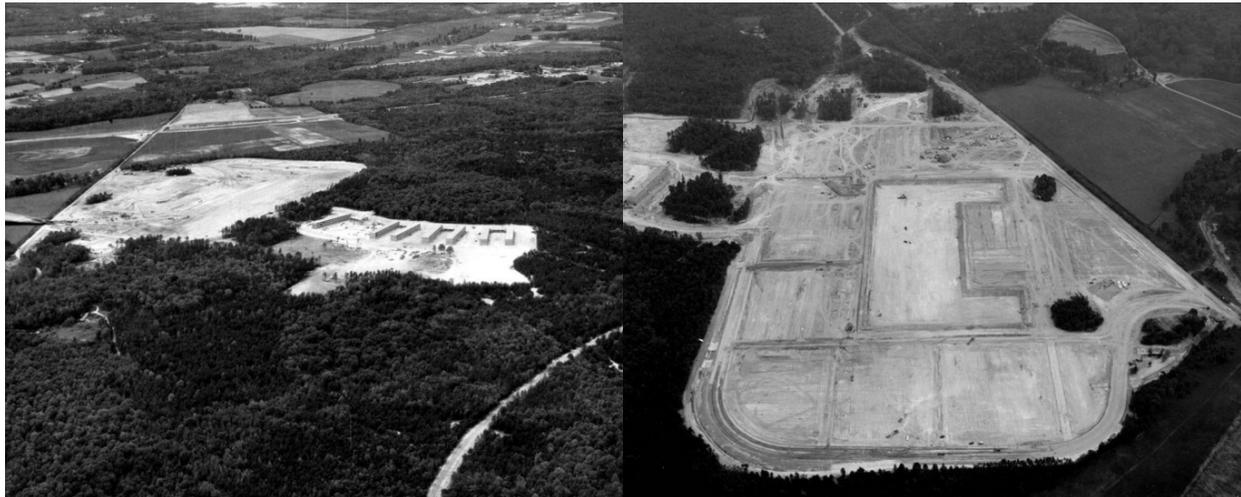
Fort Meade. Originally known as Camp Meade, Fort Meade was established in 1917 as one of 32 military cantonments created by the Army after the United States' entry into World War I. The U.S. government commandeered 4,000 acres of land and purchased additional land bringing the total acreage to 9,349 acres. This land was typically agricultural in use or wooded. The main post at Camp Meade was completed by October 1918 at a cost of more than \$18 million. The Camp included the 79th Infantry Division, an Officer's Training School, a Remount Depot, Ordnance Supply School, and the 154th Depot Brigade, which received classified training and assigned incoming trainees. More than 103,000 men were trained at Camp Meade during World War I. After the war, the Camp served as a demobilization center for troops returning from overseas service. More than 96,000 men were mustered out of service through Camp Meade.

Camp Meade was designated a permanent installation in 1928 and was initially named Fort Leonard Wood. It was renamed Fort George G. Meade in 1929. During the inter-war years, Fort Meade was used as a training facility and the home of the Army's tank training school until 1932 when the training was transferred to Fort Benning. By 1940, the post contained nearly 500 temporary and permanent buildings. An \$8 million building campaign began in 1940 to add additional training areas and expanded the post to 13,500 acres.

During World War II, Fort Meade saw increased construction related to the Army's mobilization efforts. The post served as a troop replacement depot and a prisoner of war camp for German and Italian prisoners. More than 1.5 million men were shipped overseas from Fort Meade. At the end of the war, Fort Meade served as a separation center for troops being discharged from military service and processed over 400,000 men back to civilian life. In total, more than 3.5 million men passed through Fort Meade during World War II.

During the Cold War Era, Fort Meade became the first military installation to employ the Nike-Ajax air defense unit. The air defense unit became operational under the 36th Antiaircraft Artillery Missile Battalion, which, as part of the 35th Antiaircraft Brigade, was responsible for the defense of Washington, DC. The NSA was established in 1952 by the National Security Act of 1947 and EO 10421, *Providing for the Physical Security of Facilities Important to the National Defense*. By 1953, Fort Meade was selected to house the headquarters of the NSA. As early as January 1955, interim operations were established by NSA at Fort Meade in existing buildings (see **Figure 5**). By 1957, the NSA permanently moved to Fort Meade. The NSA has continued to grow and over the years has constructed new buildings on the NSA Campus at Fort Meade.

Figure 5. Aerial Photographs Showing the Future Site of the NSA Campus at Fort Meade, ca. 1955 (NSA 1012)



ORAM Project Area. Historic and cultural resources at Fort Meade are detailed within Fort Meade's 2011 Integrated Cultural Resources Management Plan. Information on previous cultural resources investigations and their results are specified in detail in the Integrated Cultural Resources Management Plan and can be referred to for additional information.

The Area of Potential Effect (APE) for both Alternatives is indicated on **Figures 6 and 7**, depicting the expected area of roadway and infrastructure development within the ORAM project area. As Section 106 consultation proceeds, the NSA will identify other interested parties and continue to follow the Section 106 consultation process as outlined in 36 Code of Federal Regulations (CFR) 800.

Architectural and Archaeological Resources. Previous architectural investigations identified and evaluated buildings located on Fort Meade, including the NSA Campus, which were built prior to 1960 for listing in the NRHP. There are no buildings on Fort Meade that are listed in the NRHP. Fort Meade has five historic properties that have been determined eligible for listing in the NRHP, including the Fort Meade Historic District (AA-34), WTP (Building 8688), and three bridges/culverts (Llewellyn Avenue Bridge, Redwood Avenue Bridge, and Leonard Wood Avenue Bridge) constructed during World War II by prisoners of war. The Fort Meade Historic District has 13 contributing buildings, none of which are near the ORAM project area. Building 8688, part of the installation's WTP complex, is within the project area. The three bridges/culverts are outside of the ORAM project area.

The entirety of Fort Meade, including the NSA campus, has been investigated for the presence of archaeological resources. A total of 41 known archaeological sites are on Fort Meade; one of these sites has been determined eligible for listing in the NRHP (18AN1240). Site 18AN1240 is a late archaic period base camp. The site is located within the ORAM project area.

Under the Proposed Action, the facilities proposed for demolition and relocation are not historic; the existing VCP5 and VCIF, which includes the visitor center, kennel, and kennel office, were

constructed in 2001. Photographs of the buildings proposed for demolition could not be provided, because of the sensitive nature of these structures for security at the installation. However, these structures, constructed in 2001, are not historic.

The construction of the new VCIF and VCP5 as well as their supporting infrastructure would have no adverse effect on Building 8688, which is part of the Fort Meade WTP complex, and is the only historic property within the ORAM project area. Although the Proposed Action would occur within the viewshed of Building 8688, the view to or from the building does not contribute to the building's significance and the ORAM project would avoid the WTP; therefore, the Proposed Action would have no adverse effect on historic properties.

Eligible archaeological site 18AN1240 is in the project area vicinity, but is outside the proposed APE (**Figure 6**). Site 18AN1240 is planned to be avoided and preserved in place. To help safeguard the site during staging and construction activities, protective fencing would be installed with a 20-foot buffer around the entirety of the site to protect it from inadvertent impacts. The Proposed Action would have no adverse effects on archaeological resources.

Resources of Traditional, Religious, or Cultural Significance to Native American Tribes.

At present, no traditional cultural properties or American Indian sacred sites are known to occur within or near the ORAM project area or at Fort Meade. While no federally recognized Indian tribes are present in Maryland, seven federally recognized tribes elsewhere in the United States have a historical affiliation with the land occupied by Fort Meade.

References

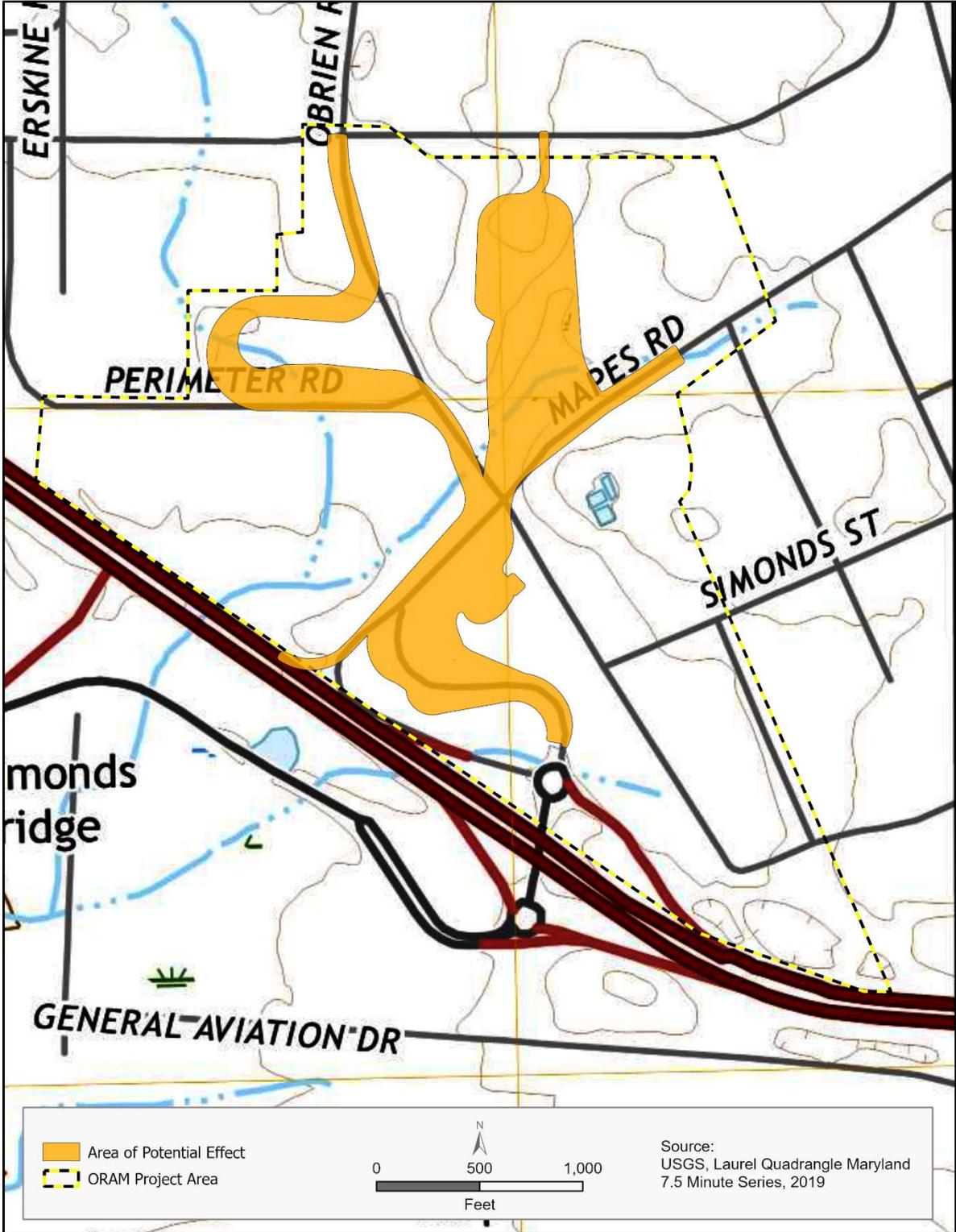
- AAC 2021 Anne Arundel County (AAC). 2021. *Plan 2040 Volume I & II: Anne Arundel County General Development Plan*. May 2021.
- NSA 2019 National Security Agency (NSA). 2019. *National Security Agency Washington (NSAW) Master Plan*. January 2019.
- U.S. Army 2020 U.S. Army. 2020. *Final Fort Meade Area Development Plan*. June 2020.

Project Location

Figure 6. Project Location and APE



Figure 7. APE on Topographic Map (USGS 2019)





PROJECT REVIEW FORM

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

MHT USE ONLY	
Date Received:	Log Number:

Project Name County

Primary Contact:

Contact Name Company/Agency

Mailing Address

City State Zip

Email Phone Number Ext.

Project Location:

Address City/Vicinity

Coordinates (if known): Latitude Longitude Waterway

Project Description:

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

This project includes (check all applicable): New Construction Demolition Remodeling/Rehabilitation

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

Other\Additional Description:

Known Historic Properties:

This project involves properties (check all applicable): Listed in the National Register Subject to an easement held by MHT

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

Previously subject to archeological investigations

Property\District\Report Name

Attachments:

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

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

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

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

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

MHT Determination:

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

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

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

MHT Reviewer: _____ Date: _____

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



202300545
NATIONAL SECURITY AGENCY
CENTRAL SECURITY SERVICE
Fort George G. Meade, Maryland 20755

FINSA
DLH/ELR

RECEIVED
FEB 03 2023

BY: _____

February 2, 2023

Elizabeth Hughes, Director
State Historic Preservation Officer
Maryland Historical Trust
100 Community Place
Crownsville, MD 21032

RE: Environmental Impact Statement (EIS) for the O'Brien Road Access Modernization (ORAM)
Project, Fort Meade, Maryland, Section 106 Consultation Initiation **AN Co**

Dear Ms. Hughes,

The Department of Defense (DoD) proposes to replace and relocate the campus vehicle access and security facilities, in order to increase operational efficiencies and capacity to process deliveries and traffic entering the National Security Agency (NSA) and Fort George G. Meade (Fort Meade) campuses. The existing facilities are inadequate to provide efficient vehicle and cargo inspection due to space limitations and increased requirements generated by construction across both NSA and Fort Meade. NSA anticipates that the proposed O'Brien Road Access Modernization (ORAM) project would result in generally temporary minor adverse impacts during construction but would provide long-term beneficial impacts on traffic. Public scoping for the EIS occurred in August 2022, and a Draft EIS is currently being prepared to address the proposal by DoD for implementation of the ORAM, including the construction and operation of vehicle access and security facilities for the NSA campus and Fort Meade Garrison, and demolition of some existing facilities. The ORAM project is needed to meet increased mission and security capacity, both at Fort Meade and within the Intelligence Community.

Enclosed please find a MHT Project Review Form and associated attachments to initiate Section 106 consultation and review for this project under the National Historic Preservation Act of 1966, as amended. DoD is requesting your concurrence on a no effect finding as documented in the attachments. Should you have any questions or comments, please contact me by telephone at 301-688-2970, or email at jdwill2@nsa.gov.

Sincerely,

Jeffrey D. Williams

Jeffrey D. Williams, LEED-AP
Sr. Environmental Engineer
NSA Sustainability and Environmental Compliance

Enclosures: MHT Project Review Form and Attachments

cc: Beth Cole, Administrator of Review and Compliance, MHT

The Maryland Historical Trust has determined that this undertaking will have no adverse effect on historic properties.

Beth Cole Date *March 13, 2023*

*Archives
3/13/23
(ZMA)*

*Instructure
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