

METROPOLITAN WASHINGTON
AIRPORTS AUTHORITY



**EA Engineering, Science,
and Technology, Inc.**

RONALD REAGAN WASHINGTON NATIONAL AIRPORT (DCA)

RUNWAY 4-22 MODIFICATIONS

ENVIRONMENTAL ASSESSMENT AND FEDERAL CONSISTENCY CERTIFICATION



Prepared for:
Metropolitan Washington Airports Authority
One Aviation Circle
Washington, D.C., 20001

Prepared by:
EA Engineering, Science, and Technology, Inc.
15 Loveton Circle
Sparks, Maryland 21152

January 2008

EA Project 13840.07

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

Ronald Reagan Washington National Airport
Arlington, Arlington County, Virginia

Runway 4/22 Modifications

1. **Introduction.** This document is a Finding of No Significant Impact on the environment as a result of improvements proposed by the Metropolitan Washington Airports Authority (MWAA), owner and operator of Ronald Reagan Washington National Airport (DCA). MWAA's proposed project includes relocating the threshold of Runway 22 approximately 600 feet to the southwest. The relocation of the threshold will allow the establishment of up to 560 additional parking spaces in an existing inactive temporary lot at the south end of Runway 4/22 to replace those lost during construction of the additional parking decks for Garages A and B/C. The change would be temporary and is expected to last for a period of 2-5 years.

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

2. **Project Purpose and Need.** The purpose of the proposed project is to provide additional public parking space at DCA during construction of an additional parking deck on each of Garages A and B/C. Construction of the additional parking decks will result in a temporary loss of approximately 350-400 parking spaces. The proposed activities would allow the establishment of up to 560 additional parking spaces in an existing inactive temporary lot at the south end of Runway 4/22 to replace those lost during construction of the additional decks.
3. **Proposed Project.** The following is a listing of the various components of the proposed project:
 - Relocate the threshold of Runway 22 approximately 600 feet to the southwest.
 - Create up to 560 additional parking spaces in an existing inactive temporary lot.
 - Repave existing inactive parking lot and cut grooves into the existing asphalt for the electrical conduit for lighting.
4. **Reasonable Alternatives Considered.** As described in the Environmental Assessment (EA), the alternative courses of action evaluated include: (1) Proposed Action and (2) No Action. There are no feasible or reasonable alternatives for the proposed action since there is no land available at DCA for additional parking and there is no off-airport parking available.
5. **Assessment.** The attached EA addresses the effect of the proposed project on the quality of the human and natural environment, and is made a part of this finding. The following impact analysis highlights the more thorough analysis presented in the Final EA prepared in January 2008.

Noise: The temporary modifications to Runway 4/22 from the proposed project would require the closure of Runway 22 and Runway 4 would only accommodate departure operations by approach category A and B aircraft. Aircraft that currently use Runway 4/22 for arrivals and departures would be redirected to Runway 1/19. No noise sensitive land uses would be exposed to aircraft noise of 65 DNL or higher in 2008 or 2013 with the proposed action.

Air Quality: DCA is located in the Washington Metropolitan area which is designated as non-attainment for ozone and particulate matter as described in Section 5 of the EA. The projected emissions from the proposed project were analyzed and found to be below *de minimis* levels specified in 40 CFR Part 91.153 pursuant to Section 176(c) of the Clean Air Act Amendments of 1990. These emissions are summarized on page 13 of the EA and are clearly below the *de minimis* levels specified in the federal regulation and are not regionally significant. Therefore,

based on this information, the FAA has determined that the proposed project is presumed to conform to the State Implementation Plan for the state of Virginia.

Floodplain: DCA is bounded on three sides by Roaches Run to the north, the Potomac River to the east and Fourmile Run to the south. The 100-year floodplain elevation for these waterbodies at DCA is 11.4 feet above mean sea level. Approximately 200 acres of DCA are below the 100-year floodplain. There will be no change in the flooding potential of DCA as a result of the proposed action.

Coastal Zone: DCA is located in Arlington County which is within Virginia's designated Coastal Zone Management Area. The Department of Environmental Quality confirmed, in a letter dated January 17, 2008, that the proposed project is consistent with the Coastal Resources Management Program.

6. **Public Participation.** The Draft EA was made available to the public from December 9, 2007 to January 11, 2008. Comments received on the Draft EA were responded to in the Final EA (Appendix C).
7. **Mitigation Measures.** The FAA will require that MWA implement the following mitigation measures, if they decide to pursue the proposed project:
1. A Stormwater Management Plan and Erosion and Sediment Control Plan, utilizing Best Management Practices will be developed to control impacts to water quality due to erosion and sedimentation during the project construction.
 2. Construction contract provisions shall contain the provisions of FAA AC 150/5370-10A, *Standards for Specifying Construction of Airports* item P-156, temporary air, water pollution, soil erosion and siltation control and FAA AC 150/5320-5B, *Airport Drainage*.
 3. All necessary permits for construction of the proposed project shall be obtained prior to construction.
8. **Finding of No Significant Impact**

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

APPROVED:


 Terry J. Page, Manager
 Washington Airports District Office


 Date

DISAPPROVED:

 Terry J. Page, Manager
 Washington Airports District Office

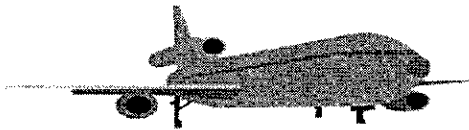
 Date

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**ENVIRONMENTAL
EVALUATION
FORM "C"
(Short Environmental Assessment)
for
AIRPORT DEVELOPMENT
PROJECTS**



~ Aviation in Harmony with the Environment ~



**FEDERAL AVIATION ADMINISTRATION
EASTERN REGION
AIRPORTS DIVISION**

Airport Name: Ronald Reagan Washington National Airport (DCA) Proposed Project: Runway 4-22 Modifications

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

Responsible FAA Official: Jennifer Mendelsohn Date: 1/28/08

Note: The form on which this document is based is a modification of the Form C developed by FAA Eastern Region dated March 22, 1999. The original form contained references to specific paragraphs of FAA Order 5050.4A. In the modified form, these references were replaced with references to the corresponding paragraphs of FAA Order 5050.4B, which replaced Order 5050.4A effective April 28, 2006, and FAA Order 1050.1E.

FAA EASTERN REGION AIRPORTS DIVISION
ENVIRONMENTAL EVALUATION FORM “C”
FOR SHORT ENVIRONMENTAL ASSESSMENTS

Environmental Evaluation Form “C,” Short Environmental Assessment (EA), is based upon the guidance in Federal Aviation Administration (FAA) Order 5050.4B, *National Environmental Policy Act (NEPA) Implementing Instructions For Airport Actions* or subsequent revisions, which incorporates the Council on Environmental Quality's (CEQ) regulations for implementing the National Environmental Policy Act (NEPA), as well as the U.S. Department of Transportation environmental regulations (including FAA Order 1050.1E or subsequent revisions), and many other federal statutes and regulations designed to protect the Nation's natural, historic, cultural, and archeological resources. It was prepared by FAA Eastern Region Airports Division, and is intended to be used for proposed Airports projects in this region only. If you wish to use it for projects in other regions or divisions, you must first coordinate with that region or division to determine whether they approve of its use.

Form C is intended to be used when a project cannot be categorically excluded (CATEX) from formal environmental assessment, but when the environmental impacts of the proposed project are expected to be insignificant and a detailed EA would not be appropriate. Accordingly, Form C is intended to meet the intent of a short EA while satisfying the regulatory requirements of an EA. Proper completion of Form C would allow the FAA to determine whether the proposed airport development project can be processed with a short EA, or whether a more detailed EA must be prepared. FAA normally intends to use a properly completed Form C to support a Finding of No Significant Impact (FONSI).

Applicability

Form C should be used if the sponsor's proposed project meets the following two (2) criteria:

- 1) The proposed project involves conditions (“extraordinary circumstances”) identified in Order 5050.4B paragraph 903 (projects normally requiring an EIS); paragraph 702 (projects normally requiring an EA); Table 6-3 (extraordinary circumstances); or paragraph 706.h (cumulative impacts), and the sponsor shall demonstrate that involvement with, or impacts to, the extraordinary circumstances are not notable in number or degree of impact, and that any significant impacts can be mitigated below threshold levels.
- 2) The proposed project must fall under one of the following categories of Federal Airports Program actions noted with an asterisk (*):
 - (a) Approval of an airport location (new airport).
 - *(b) Approval of a project on an airport layout plan (ALP).
 - *(c) Approval of federal funding for airport development.
 - *(d) Requests for conveyance of government land.
 - *(e) Approval of release of airport land.
 - *(f) Approval of the use of passenger facility charges (PFC).
 - *(g) Approval of development or construction on a federally obligated airport.

Do any of these listed Federal Airports program action(s), 2(b) - (g), apply to your project? Yes X No** If “yes,” list them here (there can be more than one).

2 (b) Approval of a project on an airport layout plan (ALP);

2(g) Approval of development or construction on a federally obligated airport.

If “no,” see (**) below.

**** If the proposed project does not meet 1) or 2) above, i.e., one or more answers to the questions resulted in a (**), do not complete this Form. Rather, contact the appropriate official (listed at the end of this form) for additional instructions.**

Directions

Prior to completing Form C, FAA recommends that you contact the environmental specialist in the appropriate office listed at the end of this Form to insure that the proper Form (A, B, or C) is used for your proposed action. Once you have completed the Form in accordance with the following instructions, submit it to that office for review.

To complete Form C, the preparer should describe the proposed project and provide information on any potential impacts of the proposed project. Accordingly, it will be necessary for the preparer to have knowledge of the environmental features of the airport. Although some of this information may be obtained from the preparer's own observations, previous environmental studies and associated documents, or research, the best sources are the jurisdictional federal, state and local resource agencies responsible for protecting specially-protected resources, such as wetlands, coastal zones, floodplains, endangered or threatened species, properties in or eligible for National Register status, DOT Section 303/4(f) lands, etc.. As appropriate, these agencies should be consulted prior to submitting information to the FAA. It is important to note that in addition to fulfilling the requirements of NEPA through this evaluation process, the FAA is responsible for ensuring that airport development projects comply with the many laws and orders administered by the agencies protecting specially-protected resources. Moreover, the Form is not meant to be a stand-alone document. Rather, it is intended to be used in conjunction with applicable Orders, laws, and guidance documents, and in consultation with the appropriate resource agencies.

An electronic version of this Evaluation Form is available on-line at <http://www.faa.gov/arp/aea>. In addition, some of the guidance and regulatory documents referenced in this Evaluation Form are available on-line at <http://www.faa.gov/arp/arphome.htm>. A document entitled “Tips for Airport Sponsors and their Consultants” is also available at <http://www.faa.gov/asw/asw600/envreq.html>. We encourage the preparer to complete the Form electronically, rather than by hand. It may then be submitted via e:mail, with a copy of the completed signature page sent by fax or mail; or, a hard copy of the completed Form may be submitted by fax or mail. The contact list should be removed from the completed Form prior to its submittal. Those responses requiring further explanation, or separate project plans or maps, should be attached at the end of the Form. In the attachment, identify the issue by its associated number/title (e.g., response to Item 13, Coastal Zone Impacts).

Complete the following information:

1. Project Location:

Airport Name: Ronald Reagan Washington National Airport (DCA)

Airport Address: Washington, D.C. 20001-4901

City: _____ County: Arlington State: Virginia

2. Airport Sponsor Information:

Point of Contact: Stephan G. Smith, Deputy Vice President for Engineering

Address: Room 155 West Building, Ronald Reagan Washington National Airport
Washington, DC 20001-4901

Telephone: (703) 417-8140 Fax: (703) 417-8199

E-mail: Stephan.Smith@MWWA.com

3. Evaluation Form Preparer Information:

Point of Contact: Renee Bartnik, Senior Environmental Planner

Address: Parsons Management Consultants
45045 Aviation Dr., Suite 200, Dulles, VA 20166-7528

Telephone: (703)-572-1250 Fax: (703) 572-1279

E-mail: Renee.Bartnik@MWWA.com

4. Proposed Development Action (describe ALL associated projects that are involved): Ronald Reagan Washington National Airport (DCA) is located on a peninsula in the Potomac River in Arlington County, Virginia (Figure 1). The Metropolitan Washington Airports Authority (the Authority) is responsible for the day-to-day operation of DCA. The Authority is proposing to take a number of actions in regard to Runway 4-22 at DCA. The net impact of all proposed changes is to temporarily reduce the declared distances for departing aircraft on Runway 4, to reduce the largest category of aircraft permitted on the runway from Category C to Category A and/or B, and to eliminate departures and arrivals on Runway 22 as well as arrivals to Runway 4 per discussions between the Airport Manager and representatives of the FAA Washington Airports District Office (ADO). The change would be temporary (effective winter 2007) and is expected to last for a period of 2-5 years, at which time a decision will be made by the Authority whether to apply for an extension of the temporary designation or to make the changed designation permanent.

The modifications proposed for implementation of the temporary change in Runway 4-22 classification and reduction in approach category include full safety areas at both approach ends to the runway. Because of the proximity of the Potomac River to the threshold of Runway 22, the Safety Area associated with the runway will be established by relocating the threshold of Runway 22 approximately 600 feet to the southwest, effectively shortening the runway by 600 feet (Figure 2). The pavement affected by the shift will be reclassified as a taxiway. The runway edge lights will be relamped to correspond to the new threshold, and blue lenses installed on the 600-ft segment being reclassified as a taxiway. The Runway End Identifier Lights (REIL's) and the runway threshold lights will be relocated and the Visual Approach Slope Indicator (VASI) associated with Runway 22 will be temporarily placed out of service for the duration of the threshold relocation.

The Runway 4 threshold will be unaffected, and the lighting and instrumentation associated with the threshold will not change. However, the Runway end lights at the opposite end will be relocated to match the relocated threshold for Runway 22 (Figure 3).

Procedural modifications include the reclassification of Runway 4-22 as limited to Visual Approaches of no less than 3/4-mile visibility by aircraft in Approach Categories A, B, as defined in FAA Advisory Circular AC 150/5300-13. The Safety Area for Runway 4 will be changed from 500 feet in width to 300 feet in width. The Object Free Area for both runways will be reduced from 1,000 feet to 600 feet in length beyond the runway threshold. The relocation of the threshold for Runway 22 will allow the establishment of a permanent safety area before the threshold of the runway as desired by FAA. As a result of the 600-ft relocation of the Runway 22 threshold, the declared distance for Runway 4-22 in both arrival and departure directions will be reduced from 4,911 feet available to 4,311 feet available.

An analysis of data on aircraft operations for the first five months of 2007 showed a total of 725 operations by all aircraft types in all directions on Runway 4-22 resulting in an average of slightly less than 5 operations per day. Of these, 477 arrivals and departures were performed by aircraft in Approach Category C averaging 3 per day. Reclassification of Runway 4-22 will require a shift of these operations from Runway 4-22 to either Runway 1-19 or Runway 15-33. Impacts to airfield and airspace as a result of the proposed changes are expected to be minimal.

For the time that Runway 4-22 is reclassified for departures by aircraft in Approach Category B and below, the Authority expects to gain as many as 560 additional public parking spaces in a remote lot located beyond the runway end (south of Runway 4) (Figure 4). These spaces will be created in

the space between the Approach Category C Object-Free Area and the Approach Category B Object-Free Area.

5. Describe the Purpose of and Need for the Project:

The proposed activities are intended to provide additional public parking space at DCA during construction of an additional parking deck on each of Garages A and B/C. Construction of the additional parking decks will result in a temporary loss of approximately 350-400 parking spaces. The proposed activities would allow the establishment of up to 560 additional parking spaces in an existing inactive temporary lot at the south end of Runway 4-22 (Figure 4) to replace those lost during construction of the additional parking decks for Garages A and B/C.

6. Alternatives to the Project: Describe any other reasonable actions that may feasibly substitute for the proposed project, and include a description of the “No Action” alternative. If there are no feasible or reasonable alternatives to the proposed project, explain why:

There are no feasible or reasonable action alternatives for the proposed action. There is no land available at DCA for additional parking, and there is no off-airport parking available. An ALP change to close the runway is also not an option; there is considerable pressure for high-rise development near DCA, and closing the runway could lead to permanent loss of airspace.

Alt #1 _____

Alt. #2 _____

No Action Alt.

Explanation The “No Action” Alternative would not offset the 350-400 public parking spaces estimated to be lost during construction of additional decks on the existing parking Garages A, and B/C. Parking at DCA would be available only in remaining designated spaces. Parking at DCA is already beyond capacity and is creating the necessity for expansion of the existing parking garages. Although the additional decks on the existing parking Garages A and B/C project is designed to be implemented in phases and phasing of the construction of the decks will minimize disturbances to public parking, traffic circulation, and rental car operations, phasing will not eliminate disruption to these operations and would still result in a temporary loss of approximately 350-400 parking spaces. Creating temporary parking south of Runway 4 would reduce the disruptions further by allowing the establishment of up to 560 additional parking spaces.

In addition, the loss of public parking spaces would increase the number of passengers using taxis and to a much lesser extent, Metrorail. Metrorail is not convenient for passengers coming to the airport from locations that do not have Metrorail service or for passengers with large quantities of luggage. The additional taxi traffic would add to the congestion on roads serving DCA.

7. Describe the affected environment of the project area (terrain features, level of urbanization, sensitive populations, etc). Attach a map or drawing of the area with the location(s) of the proposed action(s) identified. Attachment? Yes No

Ronald Reagan Washington National Airport is the closest airport to Washington, D.C. and as such is located in a highly urban environment. The DCA property is approximately 860 acres adjacent to the Potomac River in Arlington County, Virginia (Figure 5). The area was once the site of Abingdon Plantation and much of the shoreline area was filled during construction of the airport facilities. The proposed project activities would be entirely within the DCA property boundary and in areas already developed and impervious (inactive parking lot and the existing ends of Runway 4-22).

8. Are there attachments to this Form? Yes No If "yes," identify them below.

Figure 1. Ronald Reagan Washington National Airport Location

Figure 2. Recommended Action Plan Runway 4-22

Figure 3. Recommended Action Plan Runway 22 End

Figure 4. Runway Protected Areas and Parking Area Runway 4 End

Figure 5. Project Area

Figure 6. 2004 Noise Exposure Contours

Figure 7. 2008 Noise Exposure Contours – No Action

Figure 8. 2013 Noise Exposure Contours – No Action

Figure 9. 2008 Noise Exposure Contours – Proposed Action

Figure 10. 2013 Noise Exposure Contours – Proposed Action

Figure 11. Noise Grid Analysis

Attachment A. Coastal Zone Management Act Consistency Certification

Attachment B. Public Involvement

Attachment C. Comments Received Regarding the Draft Environmental Assessment

9. Environmental Consequences – Special Impact Categories (refer to corresponding sections in 5050.4A , or subsequent revisions, for more information and direction to complete each category, including discussions of Thresholds of Significance).

(1) NOISE

1) Does the proposal require a noise analysis per Order 5050.4A? Explain. (Note: Noise sensitive land uses are defined in Table 1 of FAR Part 150). Yes No

2) If "yes," determine whether the proposed project is likely to have a significant impact on noise levels over noise sensitive areas within the DNL 65 dBA noise contour.

In accordance with FAA Orders 5050.4B and 1050.1E, aircraft noise exposure in the Airport vicinity was analyzed for projected conditions in 2008 and 2013. The primary metric used in the noise analysis is the day-night average sound level (DNL), which is the average sound pressure

level in A-weighted decibels (dBA) for an average day of the year.¹ DNL is calculated using the sound energy generated by individual aircraft operations (arrivals or departures), the number of operations occurring during a theoretical average 24-hour period, and the times of day the operations occur. A 10-decibel (dB) weighting penalty is added for aircraft operations occurring during nighttime hours (between 10:00 p.m. and 6:59 a.m.). The 10-dB penalty represents the added intrusiveness of sounds that occur during sleeping hours, both because of the increased sensitivity to noise during sleep, and because ambient sound levels during nighttime hours are typically about 10 dB lower than during daytime hours. With the penalty, each operation during nighttime hours is considered to be equivalent to 10 operations of the same aircraft type during daytime hours (between 7:00 a.m. and 9:59 p.m.). As specified in FAA Orders 5050.4B and 1050.1E, DNL 65, 70, and 75 are the criterion levels for noise exposure analyses included in EAs for proposed airport improvement projects. The FAA defines a significant change in aircraft noise exposure as a DNL difference of 1.5 dBA over noise-sensitive land uses within an area exposed to aircraft noise of DNL 65 or higher.

The Integrated Noise Model (INM) is a computer model developed by the FAA and required for use in developing aircraft noise exposure maps. The INM contains aircraft operational and noise data in an aircraft database that reflect average aircraft operating conditions at an airport. Version 7.0 of the INM²—the latest accepted, state-of-the-art tool for determining the total effect of aircraft noise at and around airports at the time the noise exposure maps for this Environmental Evaluation Form “C” were prepared—was used for the 2008 and 2013 noise analysis. The INM Version 7.0 aircraft database contains representative data for commercial, general aviation, and military aircraft powered by turbojet, turbofan, or propeller-driven engines. For each aircraft type in the database, the following information is provided: (1) a set of departure profiles for each applicable trip length, (2) a set of approach parameters, and (3) sound exposure level (SEL) versus distance curves for several thrust settings. This information is needed to develop the noise exposure maps based on the DNL metric.

Environmental Setting

The existing conditions (2004) noise exposure map for Ronald Reagan Washington National Airport (the Airport) is presented on Figure 6. 2004 aircraft operations data, fleet mix information, and runway and flight track use data are documented in a May 4, 2005, memorandum by Wyle Laboratories entitled, *Washington National Airport (DCA) 2004 DNL Contours*. The FAA accepted the existing conditions and future (2009) noise exposure maps contained in the Airport’s FAR Part 150 Noise Compatibility Program Update in August 2007.

As shown on Figure 6, the majority of the area exposed to DNL 65 and higher is located on Airport property or within the Potomac River. No population or noise-sensitive land uses are exposed to aircraft noise of DNL 65 and higher. Two land areas are exposed to aircraft noise of DNL 65 and higher: the first area is north of the Airport and includes Roaches Run Waterfowl Sanctuary and portions of the Pentagon. The second land area is directly south of the Airport and includes Daingerfield Island Marina.

¹ A-weighted sound pressure level is a frequency-weighted sound level that correlates with the way sound is perceived by the human ear.

² Version 7.0 of the INM was released on April 30, 2007.

Environmental Consequences

Noise exposure in 2008 and 2013 under the No Action and Proposed Action alternatives is described in the following sections.

No Action Alternative

Under the No Action alternative, there would be no change to existing facilities at the Airport and no change to airport operational procedures including runway use and flight track use. Figures 7 and 8 show the 2008 and 2013 aircraft noise exposure contours for the No Action alternative superimposed on a map of generalized existing land use. As shown on Figures 7 and 8, the noise exposure contours for the Airport are anticipated to grow slightly in the future compared to the existing conditions contours. No population or noise-sensitive land uses would be exposed to aircraft noise of DNL 65 and higher in 2008 or 2013 under the No Action Alternative.

Proposed Action Alternative

Under the Proposed Action, the Metropolitan Washington Airports Authority would make temporary modifications to Runway 4-22 in 2008. The temporary modifications of the runway would require the closure of Runway 22, and Runway 4 would only accommodate departure operations by approach category A and B aircraft. It was assumed for noise modeling purposes that aircraft that currently use Runway 4-22 for arrivals and departures would be redirected to Runway 1-19.

Figures 9 and 10 show the 2008 and 2013 aircraft noise exposure contours for the Proposed Action alternative superimposed on a map of generalized existing land use. The noise contours depicted on Figures 9 and 10 are virtually identical to the noise contours presented on Figures 7 and 8 for the No Action alternative. No population or noise-sensitive land uses would be exposed to aircraft noise of DNL 65 and higher in 2008 or 2013 under the Proposed Action Alternative.

A noise grid analysis was conducted to determine differences in noise levels at specific locations in the vicinity of the Airport under the Proposed Action and No Action alternatives. The noise grid points that were modeled in the INM, depicted on Figure 11, represent residential communities that are outside the DNL 65 noise contour, Daingerfield Island, and Roaches Run Waterfowl Sanctuary. As presented in Table 1, predicted noise levels at these grid point locations would be virtually identical in 2008 and 2013 under the Proposed Action and No Action alternatives. It is anticipated that noise levels at Point 2, Point 4, and Point 5 would be slightly lower (0.1 dB) in 2008 under the Proposed Action alternative when compared to the No Action alternative.

Table 1. Noise Grid Analysis – Runway 4-22 Modifications

Point	Land Use	Noise Exposure Level (DNL)			
		2008 No Action	2008 Proposed Action	2013 No Action	2013 Proposed Action
1	Park and Recreation	66.4	66.4	66.5	66.5
2	Park and Recreation	63.9	63.8	64.0	64.0
3	Residential	60.2	60.2	60.3	60.3
4	Residential	61.6	61.5	61.7	61.7
5	Residential	58.0	57.9	58.1	58.1
6	Residential	50.9	50.9	51.0	51.0

Notes: DNL = Day-night average sound level.

Source: Ricondo & Associates, Inc

Prepared by: Ricondo & Associates, Inc.

Summary of Findings

No population or noise-sensitive land uses would be exposed to aircraft noise of DNL 65 and higher in 2008 or 2013 under the Proposed Action or No Action alternatives. Noise levels south of the Airport in the vicinity of Daingerfield Island are anticipated to be 0.1 dB lower under the Proposed Action alternative when compared to the No Action alternative. The results of the noise analysis demonstrate that there would be no significant noise impacts in 2008 or 2013 under the Proposed Action.

(2) COMPATIBLE LAND USE

(a) Would the proposed project result in other (besides noise) impacts exceeding thresholds of significance that have land use ramifications, such as disruption of communities, relocation of residences or businesses, or impact natural resource areas? Yes ___ No X Explain.

No. The proposed activities resulting in the reclassification of Runway 4-22 and the creation of temporary replacement public parking spaces will utilize already developed land within the DCA property boundary and would not impact communities, businesses or natural resources.

(b) Would the proposed project be located near or create a wildlife hazard as defined in FAA Advisory Circular 150/5200-33, "Wildlife Hazards on and Near Airports"? Yes ___ No X Explain.

(3) SOCIAL IMPACTS

(a) Would the proposed project cause relocation of any homes or businesses? Yes ___ No X
Explain.

No. The proposed actions are within the existing DCA property boundaries and would not cause any relocation of residences or businesses (See 2(a) above).

(b) If “yes,” describe the availability of adequate relocation facilities

(c) Would the proposed project cause an alteration in surface traffic patterns, or cause a noticeable increase in surface traffic congestion? Yes X No ___ Explain.

The construction of an additional deck on Garages A and B/C will result in the temporary loss of approximately 350-400 parking spaces. The changes proposed for Runway 4-22 would result in the establishment of a maximum of 560 temporary public parking spaces to offset those lost during construction. Some minor, temporary changes to airport roadway traffic patterns and parking operations would be expected as a result of the proposed project activities at DCA; however, traffic congestion is not expected.

(4) INDUCED SOCIOECONOMIC IMPACTS

Would the proposed project cause induced, or secondary, socioeconomic impacts to surrounding communities, such as change business and economic activity in a community; impact public service demands; induce shifts in population movement and growth, etc.?

Yes ___ No X Explain.

See 2(a) and 3(a) above.

(5) AIR QUALITY

(a) Does the proposed project have the potential to increase airside or landside capacity, including an increase in capacity to handle surface vehicles? Explain. No. The proposed project involves temporary relocation of existing automobile parking, but not a permanent increase in parking capacity.

(b) Identify whether the project area is in a non-attainment or maintenance area for any of the six (6) criteria air pollutants having National Ambient Air Quality Standards (NAAQS) established under the Clean Air Act Amendments (CAAA), and identify which pollutant(s) apply. If the proposed project is in an attainment area, no further air quality analysis is needed; skip to item (6). See EPA Green Book at www.epa.gov/oar/oaqps/greenbk for current attainment areas.

DCA is located in the Washington Metropolitan area. This area is currently in attainment for all criteria pollutants except ozone (O₃) and fine particulate matter (PM_{2.5}). The Washington Metropolitan area is classified as moderate nonattainment for the new 8-hr ozone standard (0.08ppm), and as nonattainment for fine particulate matter (particles smaller than 2.5 microns) for which the standard is 35 micrograms per cubic meter as a 24-hr average, or 15 micrograms per cubic meter as an annual average. The Metropolitan Washington Council of Governments

is preparing State Implementation Plans (SIPs) for both ozone and PM_{2.5}. Actions to be taken by VDEQ to reduce pollution to levels at or below the NAAQS are outlined in a CAA-mandated State Implementation Plan.

(c) Is an air quality analysis needed with regard to indirect source review requirements or levels of aircraft activity (See Order 5050.4A and the 1997 FAA Handbook "Air Quality Procedures for Civilian Airports and Air Force Bases"). Explain. If "yes," comply with state requirements.

No. Indirect source review requirements are state-specific and are not required in Virginia, where the project area is located.

(d)(1) Would the proposed action be an "exempted action," as defined in 40 C.F.R Part 51.853(c)(2) of the General Conformity Rule? If exempt, skip to item (6). List exemption claimed. No.

(d)(2) Would the increase in the emission level of the regulated air pollutants for which the project area is in non-attainment or maintenance exceed the *de minimis* standards?

Yes No

Indirect emissions resulting from the project will be insignificant. Direct emissions associated with construction are estimated at 0.41 tons CO, 0.60 tons NO_x, 1.0 tons VOC, 0.08 tons PM, and 0.05 tons SO_x (Table 2). Thus, total direct and indirect emissions are well below *de minimis* standards and are not regionally significant.

(d)(3) If "no," would the proposed project cause a violation of any NAAQS, delay the attainment of any NAAQS, or worsen any existing NAAQS violation? Explain. Total direct and indirect emissions are well below *de minimis* standards and are not large enough to be regionally significant. At these emissions levels air quality impact modeling is not required under General Conformity because it is assumed that the emissions will not cause a violation or delay in attainment of the applicable NAAQS.

(d)(4) Would the proposed project conform to the State Implementation Plan (SIP) approved by the state air quality resource agency? Explain, and provide supporting documentation. Yes. Because total direct and indirect emissions from the proposed project are well below *de minimis* standards and are not regionally significant it can be presumed to conform to the applicable SIP.

Table 2. Estimated Air Quality Emissions for Runway 4/22 Modifications

Construction Equipment	Usage (hrs)	Emissions (lbs)				
		CO	NOx	VOC	PM	SOx
Asphalt Pavers	54	21.49	69.18	4.12	6.05	6.25
Plate Compactors		0.00	0.00	0.00	0.00	0.00
Concrete Pavers		0.00	0.00	0.00	0.00	0.00
Rollers		0.00	0.00	0.00	0.00	0.00
Scrapers		0.00	0.00	0.00	0.00	0.00
Paving Equipment		0.00	0.00	0.00	0.00	0.00
Signal Boards		0.00	0.00	0.00	0.00	0.00
Trenchers		0.00	0.00	0.00	0.00	0.00
Bore/Drill Rigs	27	85.84	102.73	13.46	13.44	8.68
Excavators		0.00	0.00	0.00	0.00	0.00
Concrete/Indust. Saw		0.00	0.00	0.00	0.00	0.00
Cement Mixers	27	1.69	4.04	0.38	0.33	0.34
Cranes	27	20.86	51.15	6.42	7.15	4.62
Graders		0.00	0.00	0.00	0.00	0.00
Off-Highway Trucks		0.00	0.00	0.00	0.00	0.00
Crushing/Proc. Equipment		0.00	0.00	0.00	0.00	0.00
Rough Terrain Lifts		0.00	0.00	0.00	0.00	0.00
Rubber Tired Loaders		0.00	0.00	0.00	0.00	0.00
Rubber Tired Dozer		0.00	0.00	0.00	0.00	0.00
Tractor/Loader/Backhoe	54	34.28	50.92	7.22	5.29	4.29
Crawler Tractors		0.00	0.00	0.00	0.00	0.00
Skid Steer Loader		0.00	0.00	0.00	0.00	0.00
Off-Highway Tractor		0.00	0.00	0.00	0.00	0.00
Dumpers/Tenders	1080	58.27	199.77	17.96	29.97	18.52
Forklifts		0.00	0.00	0.00	0.00	0.00
Other Construction Equipment	297	601.31	719.61	94.31	94.12	60.78
Paving Emissions	---	---	---	1,854.92	---	---
TOTAL	(lbs):	823.73	1,197.40	1,998.80	156.34	103.47
	(tons):	0.41	0.60	1.00	0.08	0.05
de minimis levels	(tons/yr):	100	100	50	100	100

Source: The above estimates were calculated using the methodology and information provided in the *Non-road Engine and Vehicle Emission Study--Report*, US EPA Doc 21A-2001, 1991.

(6) WATER QUALITY

Describe the potential of the proposed project to impact water quality, including ground water, surface water bodies, any public water supply systems, etc. Provide documentation of consultation with agencies having jurisdiction over such water bodies, as applicable.

The proposed project involves two main construction activities: repaving an existing but unused parking lot and cutting grooves into the existing asphalt for the electrical conduit for parking lot lighting. Because these activities are not expected to disturb the underlying soil, no construction related runoff is expected. Therefore, no adverse effects to the water quality of Fourmile Run, located adjacent to the proposed parking area, and the nearby Potomac River are anticipated.

In the event that unanticipated soil disturbance would be needed for the proposed project, then construction activities will be under the restrictions identified in DCA's Virginia Pollutant Discharge Elimination System (VPDES) stormwater discharge permit, as well as pertinent state guidance such as the *Northern Virginia Best Management Practices (BMPs) Handbook* and the *Virginia Stormwater Management Handbook*. In addition to the management of stormwater runoff, the construction aspects of the project would be required to have an individual erosion and sediment control plan reviewed and approved by the Authority's Building Codes/Environmental Department. As required under Title 10.1, Chapter 6, Article 1.1 of the Code of Virginia and Section 4 VAC50-60-380 of the Virginia Administrative Code, MWAA's contractor will obtain registration coverage under the General Permit for Discharges of Stormwater From Construction Activities. Currently, the proposed project will be below the threshold for which an erosion and sediment control plan would be required.

(7) DEPARTMENT OF TRANSPORTATION SECTION 303/4(f)

Does the proposed project require the use of any publicly owned land from a public park, recreation area, or wildlife or waterfowl refuge of national, state, or local significance, or land of an historic site of national, state, or local significance? Yes ___ No X

Provide justification for your response. Include concurrence of appropriate officials having jurisdiction over such land regarding the use determination. The proposed project is entirely within the DCA property boundary and would not require the use of any publicly owned lands, recreation area, or wildlife or waterfowl refuge. There are identified historic resources at DCA; however, the project will not be located in an area where it could impact historical resources (See 8(a) below).

(8) HISTORIC, ARCHITECTURAL, ARCHEOLOGICAL, AND CULTURAL RESOURCES

(a) Describe any impact the proposed project might have on any properties in or eligible for inclusion in the National Register of Historic Places. Provide justification for your response, and include a record of your consultation with the State Historic Preservation Officer (SHPO), if applicable (attach correspondence with SHPO).

As stated in the *Metropolitan Washington Airports Authority Design Manual*, the Authority is responsible for the protection of the historic and archeological resources contained on MWAA-owned property. Historic resources have been identified at DCA and include the Abingdon Plantation Site; the Main Terminal and South hangar Line; the Abingdon Research Station; and the George Washington Memorial Parkway (see Figure 5). The project and its related activities will not impact historic resources at DCA; no consultation with VA SHPO is required.

(b) Describe whether there is reason to believe that significant scientific, prehistoric, historic, archeological, or paleontological resources would be lost or destroyed as a result of the proposed project. Include a record of consultation with persons or organizations with relevant expertise, including the SHPO, if applicable.

Since the proposed project will occur on developed/paved surfaces and the project area is located on fill material, it will not affect any significant prehistoric, historic, archeological or paleontological resources.

(9) BIOTIC COMMUNITIES

Describe the potential of the proposed project to directly or indirectly impact plant communities and/or the displacement of wildlife. This answer should also reference Section 6, Water Quality, if jurisdictional water bodies are present.

DCA is located in a highly urban environment adjacent to the Potomac River. The project is proposed for an area that has previously been developed and is entirely paved or disturbed. There are no natural plant communities or wildlife habitat at the project site; therefore the project will not have an impact on plant communities or wildlife habitat. Measures to prevent impact to the aquatic habitat of the Potomac River are described in Section 6.

(10) FEDERAL and STATE-LISTED ENDANGERED AND THREATENED SPECIES

Would the proposed project impact any federally- or state-listed or proposed endangered or threatened species of flora and fauna, or impact critical habitat? Yes ___ No X

Explain, and discuss and attach records of consultation efforts with jurisdictional agencies, if applicable.

No. There are no known federal or state listed endangered or threatened species or designated critical habitat within the project area; therefore the proposed project will not have an impact on any known or suspected threatened or endangered species or designated critical habitat

(11) WETLANDS

Does the proposed project involve the modification of delineated wetlands (wetlands must be delineated using methods in the US Army Corps of Engineers (ACE) 1987 Wetland Delineation Manual; delineations must be performed by a person certified in wetlands delineation). Yes ___ No X Provide justification for your response.

No. The nearest wetland is the Fourmile Run shoreline, located directly south of the proposed parking area. Fourmile Run is classified as "waters of the US" by the US Army Corps of Engineers. The proposed project will not affect this wetland since construction activities are limited to the existing but unused parking lot.

(12) FLOODPLAINS

(a) Would the proposed project be located in, or would it encroach upon, any 100-year floodplains, as designated by the Federal Emergency Management Agency (FEMA)?

Yes X No ___

(b) Would the proposed project be located in a 500-year floodplain, as designated by FEMA?

Yes X No ___

(c) If "yes," is the proposed project considered a "critical action", as defined in the Water Resources Council Floodplain Management Guidelines? (see FR Vol. 43, No. 29, 2/10/78)

Yes ___ No X

(d) You must attach the corresponding FEMA Flood Insurance Rate Map (FIRM) or other documentation showing the project area. Map attached? Yes X No ___ If "no," why not? The Federal Emergency Management Agency (FEMA) has not mapped floodplains at Ronald Reagan Washington National Airport. However, according to FEMA, the airport is located in Zone D, areas of undetermined, but possible flood hazards (FEMA 1992) and the 100-year base flood elevation for the airport and surrounding water bodies is 11.4 feet above Mean Sea Level (MSL) (FEMA 1985). Figure 5 shows areas below the 100-year floodplain

elevation at DCA. These floodplain areas were based on airport elevations from 1997 Air Survey topographic data and the 100-year base flood elevation for the airport of 11.4 feet.

(e) If the proposed project would cause an encroachment of a base floodplain (the base floodplain is the 100-year floodplain for non-critical actions and the 500-year floodplain for critical actions), what measures would be taken to provide an opportunity for early public review, in accordance with Order 5050.4A Par. 47 (g)(6)?

DCA is bounded on three sides by Roaches Run to the north, the Potomac River to the east, and Fourmile Run to the south. The 100-year floodplain elevation for these waterbodies at DCA is 11.4 ft above mean sea level. Approximately 200 acres of DCA are below the 100-year floodplain. Even though the proposed project is located within the 100-year floodplain there will be no change to the flooding potential of DCA as a result of project activities.

MWAA will inform the public of the proposed project by publishing a Public Notice that the Draft EA is available for review and information on the public comment period. See Public Involvement at the end of this form for more details on the public involvement process.

(13) COASTAL ZONE MANAGEMENT PROGRAM

(a) Would the proposed project occur in, or affect, a coastal zone, as defined by a state's Coastal Zone Management Plan (CZMP)? Yes X No Explain.

DCA is located in Arlington County which is within Virginia's designated Coastal Zone Management Area. Virginia implements the federal Coastal Zone Management Act (CZMA) through its Coastal Resources Management Program (VCP). A CZMA Consistency Certification for the project is attached (Attachment A).

(b) If "yes," is the project consistent with the State's CZMP? Explain. If applicable, attach the sponsor's consistency certification and the state's concurrence of that certification. Early coordination is recommended. Yes X No

Yes. The project is consistent with the State's CZMP. Nine enforceable regulatory programs comprise the VCP: Tidal and non-tidal Wetlands, Fisheries Management, Subaqueous Lands Management, Dunes Management, Point Source Air Pollution Control, Point Source Water Pollution Control, Non-Point Source Water Pollution Control, Shoreline Sanitation, and Coastal Lands Management. The proposed project was determined to be in compliance with all nine programs therefore, there would be no impacts to the coastal zone. Virginia's Department of Environmental Quality (VDEQ) reviewed the CZMA Consistency Certification for the project (Attachment A) and concurred that the project is consistent with the Virginia Coastal Resources Management Program provided MWAA complies with all requirements of applicable permits and other authorizations that may be required (see Attachment C for VDEQ's concurrence).

(14) COASTAL BARRIERS

Is the location of the proposed project within the Coastal Barrier Resources System, as delineated by the US Fish and Wildlife Service (FWS) or FEMA coastal barrier maps? Explain. Yes No X

No. DCA is located inland of the Atlantic Coast and because of its location, is not within the Coastal Barrier Resource System.

(15) WILD AND SCENIC RIVERS

Would the proposed project affect any portion of the free-flowing characteristics of a Wild and Scenic River or a Study River, or any adjacent areas that are part of such rivers, listed on the Wild and Scenic Rivers Inventory? Yes__ No X

Consult the (regional) National Parks Service (NPS), U.S. Forest Service (FS), or other appropriate federal authority for information. Early consultation is recommended.

No. Although DCA is located adjacent to the Potomac River, the river is not designated as a Wild and Scenic River.

(16) FARMLAND

(a) Would the proposed project involve the use of federal financial assistance or conversion of federal government land? Yes__ No X Explain.

No. DCA is located in a highly urban environment. The proposed project area has previously been developed. Therefore, no prime or unique farmland would be affected by the proposed project.

(b) If "yes" would it convert farmland protected by the Farmland Protection Policy Act (FPPA) (prime or unique farmland) to non-agricultural uses? Yes _____ No _____

(c) If "yes," determine the extent of project-related farmland impacts by completing (and submitting to the Natural Resources Conservation Service) the "Farmland Conversion Impact Rating Form" (NRCS Form AD 1006). Coordinate with the state or local agricultural authorities. Explain your response, and attach the Form AD 1006, if applicable.

(17) ENERGY SUPPLY AND NATURAL RESOURCES

What effect would the proposed project have on energy or other natural resource consumption? Would demand exceed supply? Yes__ No X Explain. Letters from local public utilities and suppliers regarding their abilities to provide energy and resources needed for large projects may be necessary.

The project is a modification of Runway 4-22 and would not increase consumption of energy or other natural resources. Any materials required for the project would be readily available.

(18) LIGHT EMISSIONS

Would the proposed project have the potential for airport-related lighting impacts on nearby residents? Yes__ No X Explain, and, if necessary, provide a map depicting the location of residences in the airport vicinity in relation to the proposed lighting system.

The project proposed includes the modification of runway lighting; however, the relamping, lens installations and relocation of some lighting will not affect residences in the airport vicinity.

(19) SOLID WASTE

Would the proposed project generate solid waste? Yes _____ No X

If "yes," are local disposal facilities capable of handling the additional volumes of waste resulting from the project? Explain.

No. The project is a modification of Runway 4-22 and as such would not generate solid waste that would affect the current solid waste handling program at DCA.

NOTE: A sanitary landfill is incompatible with airport operations if the landfill is located within 10,000 feet of a runway serving turbo-powered aircraft, or 5,000 feet of a runway serving piston-powered aircraft. Refer to FAA Advisory Circular 150/5200.33 "Hazardous Wildlife Attractants on or Near Airports," and FAA Order 5200.5B, "Guidance Concerning Sanitary Landfills on or Near Airports."

(20) CONSTRUCTION IMPACTS

Would construction of the proposed project: 1) increase ambient noise levels due to equipment operation; 2) degrade local air quality due to dust, equipment exhausts and burning debris; 3) deteriorate water quality when erosion and pollutant runoff occur; 4) or disrupt off-site and local traffic patterns? Explain.

1) Noise impacts are expected but would be localized to the vicinity of the project site within the DCA property boundary. Construction equipment and vehicles will create localized increases in noise levels, but these temporary noise impacts will not disrupt normal airport operations.

2) Air quality degradation is not expected. Emissions related to construction activities will be limited to the duration of the proposed project and are below the *de minimis* level (see paragraph 5 – Air Quality). The State Implementation Plan (SIP) includes an allowance for construction emissions region-wide. Dust control is important for airport construction activities since light reflecting off of dust particles at night may jeopardize aircraft safety. Best Management Practices (BMPs) will be used to keep this to a minimum. No burning of debris will occur.

3) If uncontrolled, construction activities have the potential to cause erosion and sedimentation that can impact water quality. Since the proposed project involves two main construction activities that are not expected to disturb the underlying soil, repaving an existing but unused parking lot and cutting grooves into the existing asphalt for the electrical conduit for parking lot lighting, no construction related runoff is expected. In the event that unanticipated soil disturbance would be needed for the proposed project, erosion control measures required by the Authority Design Manual (2006) would be implemented to minimize erosion and sedimentation from the construction area. The Department of Conservation and Recreation (DCR) published the *Virginia Erosion and Sediment Control Handbook* (Third Edition, 1992) to provide guidance for all state erosion and sediment control programs. It covers basic concepts, design measures, installation, maintenance, plan review procedures and administrative guidelines to support compliance with the Virginia Erosion and Sediment Control Law and regulations. In addition, the project would be implemented with the appropriate erosion and sediment control plans consistent with State Erosion and Sediment

Control Law. Contractors would be required to provide an erosion and sediment control plan that complies with the Virginia Erosion and Sediment Control Law (Title 10.1, Chapter 5, Article 4 of the Code of Virginia) and regulations, including the *Virginia Erosion and Sediment Control Handbook*. Currently, the proposed project will be below the threshold for which an erosion and sediment control plan would be required.

4) Construction of the proposed project will not result in changes to the level of service of area roads. According to MWA Design Manual Section 2.14 AIRPORT OPERATIONS DURING CONSTRUCTION, paragraph 2.14.1, the Authority must safely conduct airport operations during the construction phase of the project. The project will be designed to consider passenger check-in, security screening, passenger departures, and passenger arrivals. The design will consider the continued operational needs of Airport Operations, airlines tenants, and concessionaires. Additionally it will ensure the continuity of services, maintenance of vehicular access, maintenance of pedestrian access, and security and safety requirements. During the construction period, construction-related vehicles will be traversing the airport access roads and internal roadways to deliver materials and equipment. Large or bulky construction equipment that is slow moving could temporarily congest roadway traffic. This congestion is likely to be intermittent and infrequent. This increase in roadway use will be managed to avoid impact to normal airport operations. The access roads and internal roadways may experience a slight increase in traffic volume; the increase should be easily accommodated on the existing roadways. The Authority will incorporate the provisions of Advisory Circular (AC) 150/5370-10A, standards for Specifying Construction of Airports, into the project specifications. This AC provides information to reduce airport-related construction impacts.

(21) OTHER CONSIDERATIONS

(a) Is the proposed project likely to be highly controversial on environmental grounds? Explain.

No. The project is a modification of an existing runway to enable the creation of additional parking spaces during the expansion of the existing parking garages. No controversy should result.

(b) Is the proposed project likely to be inconsistent with any federal, state or local law or administrative determination relating to the environment? Explain.

No. The proposed project would be consistent with all federal, state and local laws or administrative determinations related to the environment.

(c) Is the proposed project reasonably consistent with plans, goals, policies, or controls that have been adopted for the area in which the airport is located? Explain.

Yes. The proposed project is consistent with the following:

Arlington County Comprehensive Plan. 2003.

Arlington County Department of Community Planning, Housing, and Development. 2004. *Arlington County Comprehensive Plan*.

Arlington County Department of Environmental Services. 2001. Watershed Management Plan.

Coastal Zone Management Act, Arlington Co., VA (County Program).

District of Columbia. Comprehensive Plan. Revised 2006.

National Capital Planning Commission (NCPC). 2004. *Comprehensive Plan for the National Capital: Federal Element*. 2004.

Federal Aviation Administration (FAA) Metropolitan Washington Airports. Master Plan Ronald Reagan Washington National Airport. April 1990.

Metropolitan Washington Airports Authority (MWAA). 2003. Consolidated Spill Contingency Plan. Ronald Reagan Washington National Airport. March.

Metropolitan Washington Airports Authority (MWAA). 1987. Programmatic Memorandum of Agreement Among the Advisory Council on Historic Preservation, the Virginia State Historic Preservation Officer, and the Federal Aviation Administration Metropolitan Washington Airports.

(22) HAZARDOUS SITES/MATERIALS

Would the proposed project require the use of land that may contain hazardous substances or may be contaminated? Explain your response and describe how such land was evaluated for hazardous substance contamination. Early consultation with appropriate expertise agencies (e.g., US Environmental Protection Agency (EPA), EPA-certified state and local governments) is recommended.

The proposed project area has been previously developed and disturbed and does not involve any Solid Waste Management Units or areas of concern that are the subject of RCRA Corrective Action. A review of the regulatory list search and airport files determined that a portion of the parking area was included in a CERCLIS investigation. A “solvent disposal area” located in the southwestern corner of the parking area is a component of a larger CERCLIS site. A “Focused Site Inspection Report” (Weston 1994) indicated that the results of two soil vapor surveys conducted in the “solvent disposal area” were inconclusive. The report was submitted to EPA with a request that “no further action” be required. Any hazardous material encountered throughout the project activities will be disposed of in accordance with applicable laws and regulations.

In 2007, FAA prepared a sampling and analysis plan for a Supplemental Site Investigation (SSI) of the CERCLIS site. The sampling and analysis plan includes a soil boring to be performed in the southwest corner of the proposed temporary parking lot. The area of the soil boring site will be closed to parking during sampling.

The proposed project will not disturb the soil that is the subject of the SSI. Electrical conduit for parking lot lighting will be laid in grooves cut into the existing asphalt paving, rather than in trenches. Thus no soil beneath the parking lot will be brought to the surface during implementation of the proposed action.

(23) PERMITS

List all required permits for the proposed project. Indicate whether any difficulties are anticipated in obtaining the required permits. This project will not require any specific environmental permits.

NOTE: Even though the airport sponsor has/shall obtain one or more permits from the appropriate federal, state, and/or local agencies for the proposed project, initiation of such project shall NOT be approved until FAA has issued its environmental determination.

(24) ENVIRONMENTAL JUSTICE

Would the proposed project impact minority and/or low-income populations? Consider human health, social, economic, and environmental issues in your evaluation. Explain.

No. The project is a modification of Runway 4-22 to allow for the creation of temporary parking spaces during the expansion of the existing parking garages and is located entirely within the DCA property boundary. No minority and/or low income populations would be affected.

(25) CUMULATIVE IMPACTS

When considered together with other past, present, and reasonably foreseeable future development projects on or off the airport, federal or non-federal, would the proposed project produce a cumulative effect on any of the environmental impact categories above? You should consider projects that are connected, cumulative and similar (common timing and geography). Provide a list of such projects considered. For purposes of this Evaluation Form, generally use 3 years for past projects and 5 years for future foreseeable projects.

No. The proposed project is not expected to produce a cumulative effect on any of the environmental impact categories listed above. No substantive changes in the environment would result from implementation of the proposed project and other development projects in the vicinity of the airport. The following projects are under construction at DCA:

ARFF Station 301 – The project consists of a new Airport Rescue and Fire Fighting (ARFF) Facility Station 301 to replace the existing ARFF facility in the southern area of DCA. The new ARFF station will provide facilities crucial to the support of fire and rescue activities both in areas where aviation operations occur and in those public areas used by air travelers. The station will house ARFF equipment and staff required to respond to aircraft emergencies. In addition, the station will house both structural and Emergency Medical Service (EMS) units that support the landside and terminal areas of the airport. This project was found to qualify for a Categorical Exclusion from preparation of a formal environmental assessment.

Authority Office Building Expansion – The project consists of an expansion of the Authority Office Building (AOB) and an enclosed pedestrian connector bridge between the AOB and Hangar 11. The expansion will provide 5,000 square feet of office space at ground level and a 5,000-square foot second story. This project was found to qualify for a Categorical Exclusion from preparation of a formal environmental assessment.

The following projects are planned in the foreseeable future:

Regional Carrier Concourse - The project includes an airside concourse building and related apron and supporting facilities to serve regional airlines. The concourse facility was designed to accommodate up to 10 regional aircraft parking positions that will be served via passenger loading bridges. The facility is being constructed north of Terminals B and C and east of Hangar 11 and the MWAA offices. Access to the facility is provided via an underground pedestrian tunnel equipped with moving walkways.

In-Line Baggage Screening – Building Modifications – The project includes the installation of an In-Line Baggage Screening System at DCA to expedite passenger check-in and enhance security measures. The project will be constructed as an expansion on the landside of the terminal, and will consist of building modifications of a new landside baggage room.

Additional Levels Garages A and B/C - The proposed project consists of the addition of new parking decks to the existing Garages A and B/C located at DCA. The purpose of the project is to create additional parking at DCA due to the projected parking demands from an increase in passenger traffic at DCA.

Each of these projects, the Regional Carrier Concourse, In-Line Baggage Screening – Building Modifications, and Additional Levels Garages A and B/C was found to qualify for a Categorical Exclusion from preparation of a formal environmental assessment.

Potential Cumulative Impacts from construction:

Construction of the proposed project could cause environmental effects that would add to the expected environmental impacts of other development projects in that area of the airport. Cumulative effects that may occur include increased air emissions from construction vehicles, higher noise levels during construction, and additional vehicular traffic during the construction period. The proposed project would generate air emissions from use of vehicles and equipment at the site during construction. Compared with air emissions from vehicle use in the vicinity, the proposed project would generate a minimal contribution to the current and expected amount of air pollutants from other development. The cumulative impact on air quality would be not be significant and would not result in violation of NAAQS. During construction of the proposed project, noise levels would temporarily increase in the vicinity of the site. Similarly, construction traffic would add to existing traffic volumes on the airport roads. Construction traffic generated by the project would be minor compared with existing traffic levels in the area and to traffic volumes generated by other development. Cumulative noise and traffic impacts from development of the proposed project would not be significant and would amount to only a small portion of the increase in noise and traffic of development.

10. MITIGATION

(a) Describe those mitigation measures to be taken to avoid creation of significant impacts to a particular resource as a result of the proposed project, and include a discussion of any impacts that cannot be mitigated, or that cannot be mitigated below the threshold of significance (TOS) (See 5050.4A).

(b) Provide a description of the resources that are in or adjacent to the project area that must be avoided during construction. **Note:** The mitigation measures should be incorporated into the project's design documents. The proposed parking area is adjacent to Fourmile Run; however, construction activities for the parking area is not expected to disturb the underlying soil. Therefore, no construction related runoff is expected resulting in no effect to Fourmile Run. However, in the event that unanticipated soil disturbance would be needed for the proposed project, erosion control measures required by the Authority Design Manual (2006) will be implemented to minimize erosion and sedimentation from the construction areas to prevent impacts to water quality. The project will then be implemented with the appropriate erosion and sediment control plans consistent with State Erosion and Sediment Control Law. Contractors will then be required to provide an erosion and sediment control plan that complies with the Virginia Erosion and Sediment Control Law (Title 10.1, Chapter 5, Article 4 of the Code of Virginia) and regulations, including the *Virginia Erosion and Sediment Control Handbook*.

11. PUBLIC INVOLVEMENT

Describe what efforts would be made to involve the public with this proposed project. Discuss the appropriateness of holding public meetings and/or public hearings, making the draft document available for public comment, or the preparation of a public involvement plan, etc. MWAA informed the public of the proposed project by publishing a Notice of Availability that the Draft EA was available for review and information on the public comment period (Attachment B). The Notice of Availability appeared in the *Washington Post* and the Proof of Publication can be found in Attachment B. In addition the Virginia Department of Environmental Quality (VDEQ) posted a Public Notice of the project on their website. A copy of VDEQ's Public Notice is included in Attachment B. The Draft EA was made available to the public in two public libraries located near DCA (Arlington County Central Library and Aurora Hills Branch Library) and was posted on MWAA's website. In addition, MWAA distributed copies of the Draft EA to federal, state, and local government agencies. Comments were accepted for a 30 day period. Copies of comments received are presented in Attachment C and are summarized in Table C-1, together with a response to comments.

References

- Federal Emergency Management Agency (FEMA), 1985. Flood Insurance Study. District of Columbia, Washington DC. Federal Emergency Management Agency. November 15, 1985.
- Federal Emergency Management Agency (FEMA), 1992. Flood Insurance Rate Map, Arlington County, Virginia, Community Panel Number 515520 0010 B Federal Emergency Management Agency. May 1982.
- Roy F. Weston, Inc. 1994. Focused Site Inspection, Washington National Airport, South Investigation Site.

12. PREPARER CERTIFICATION

I certify that the information I have provided above is, to the best of my knowledge, correct.

Renee Bartnik
Signature

Jan 24, 2008
Date

Renee Bartnik, Senior Environmental Planner
Name, Title

Parsons Management Consultants/ Metropolitan Washington Airports Authority
Affiliation

13. AIRPORT SPONSOR CERTIFICATION

I certify that the information I have provided above is, to the best of my knowledge, correct. I also recognize and agree that except as otherwise approved by the Manager of the FAA Washington Airports District Office, no construction activity, including but not limited to site preparation, demolition, or land disturbance, shall proceed for the above proposed project(s) until FAA issues a final environmental decision for the proposed project(s), and until compliance with all other applicable FAA approval actions (e.g., ALP approval, airspace approval, grant approval) has occurred.

William Stegem for SGS
Signature

Jan 24, 2008
Date

Stephan G. Smith, Deputy Vice President for Engineering
Name, Title

Metropolitan Washington Airports Authority
Affiliation

FIGURES

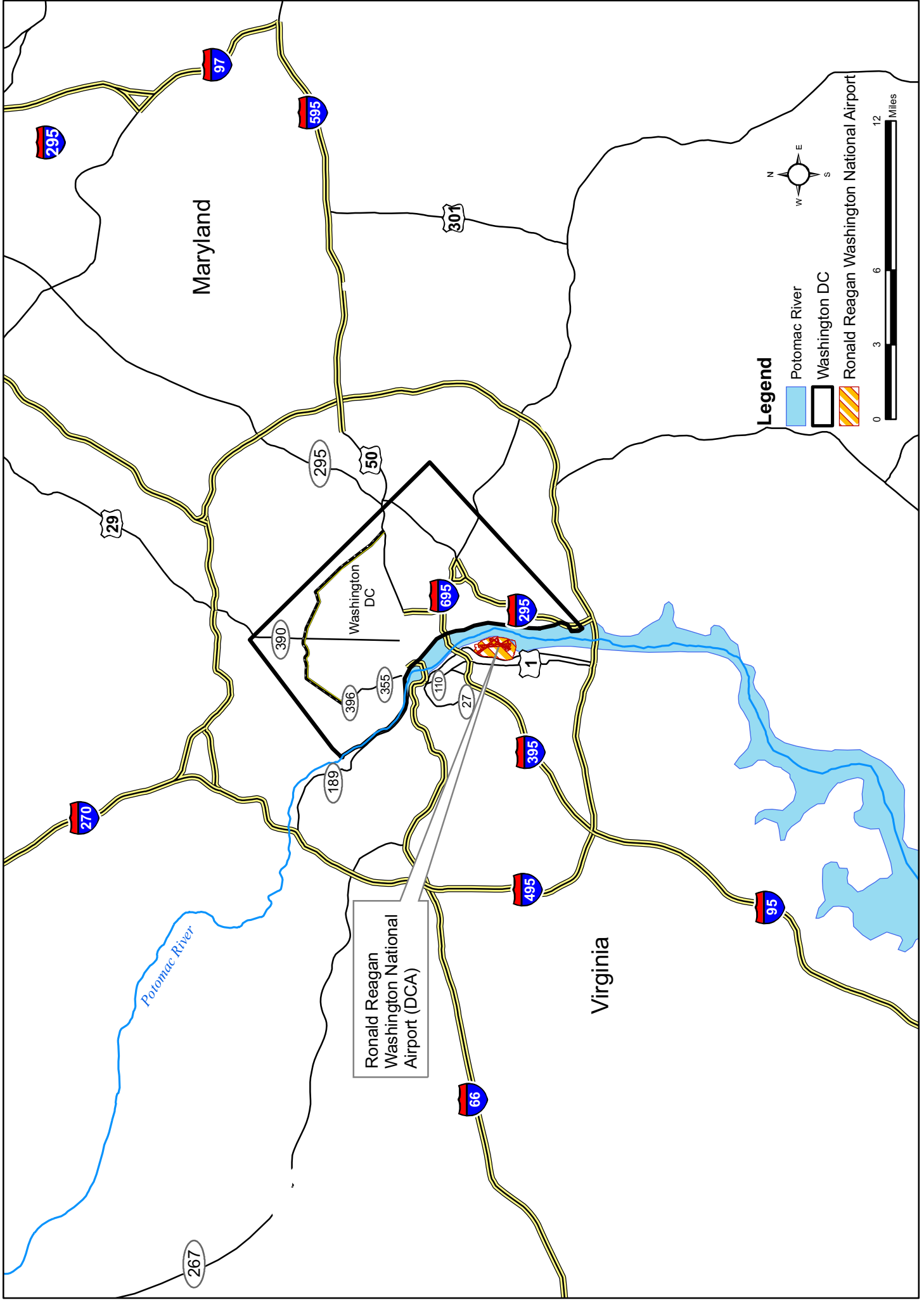
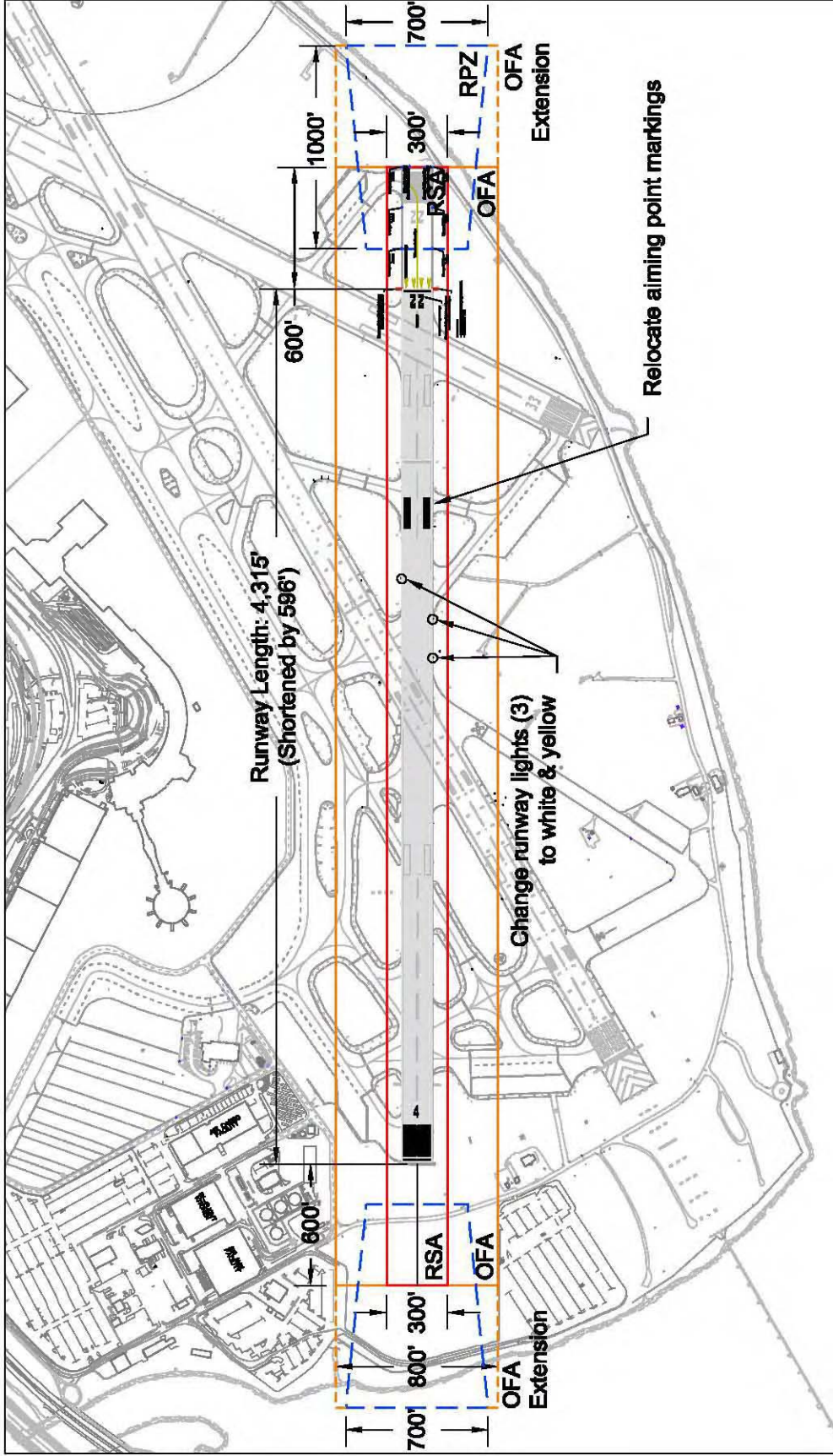


Figure 1. Ronald Reagan Washington National Airport (DCA)



Source: Ricondo & Associates, Inc.
Prepared by: Ricondo & Associates, Inc.

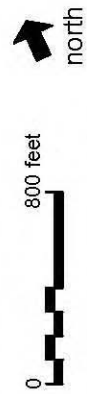
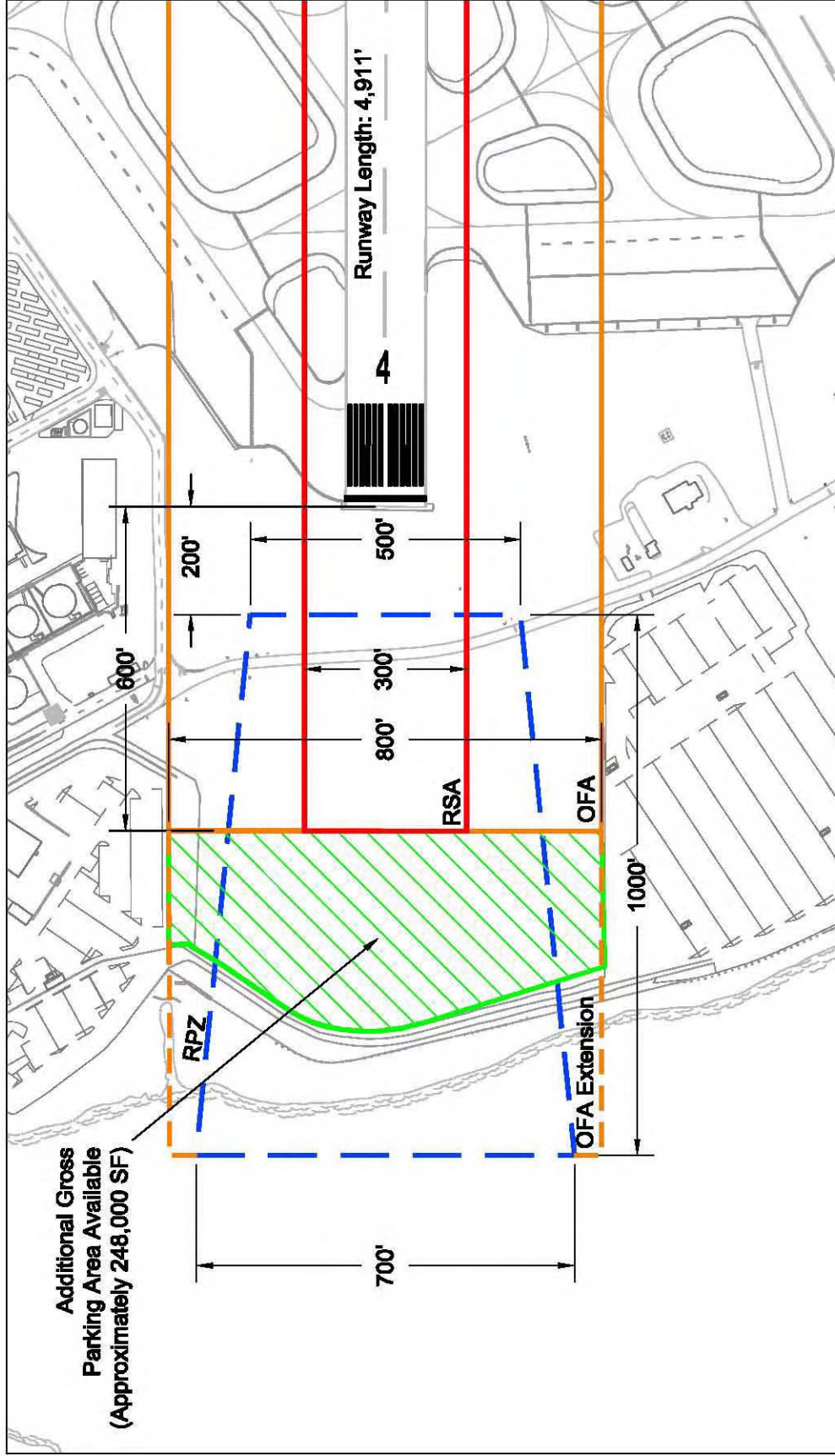


Figure 2 Recommended Action Plan
Runway 4-22



Additional Gross
Parking Area Available
(Approximately 248,000 SF)

Source: Ricondo & Associates, Inc.
Prepared by: Ricondo & Associates, Inc.

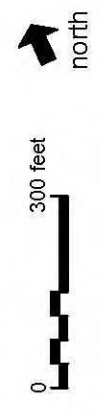
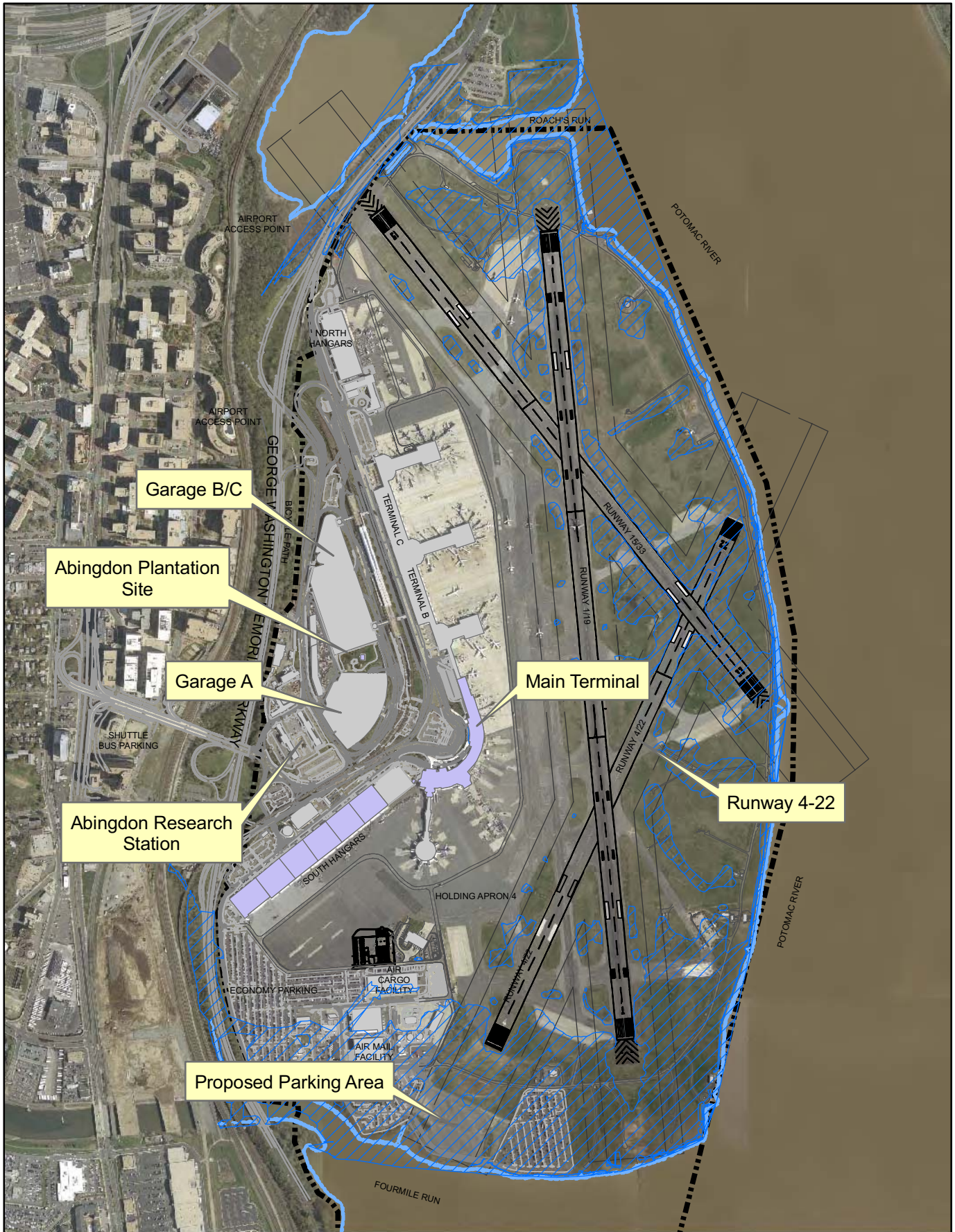


Figure 4 B-III Runway Protected Areas and Parking Area
Runway 4 End



Legend

- Historic Structures Identified at DCA
- Areas Below 100-Year Floodplain Elevation

Source: Elevation Data From FEMA, 1985 and Air Survey Topographic Data, 1997.

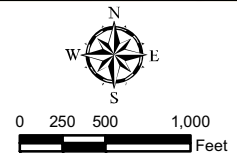
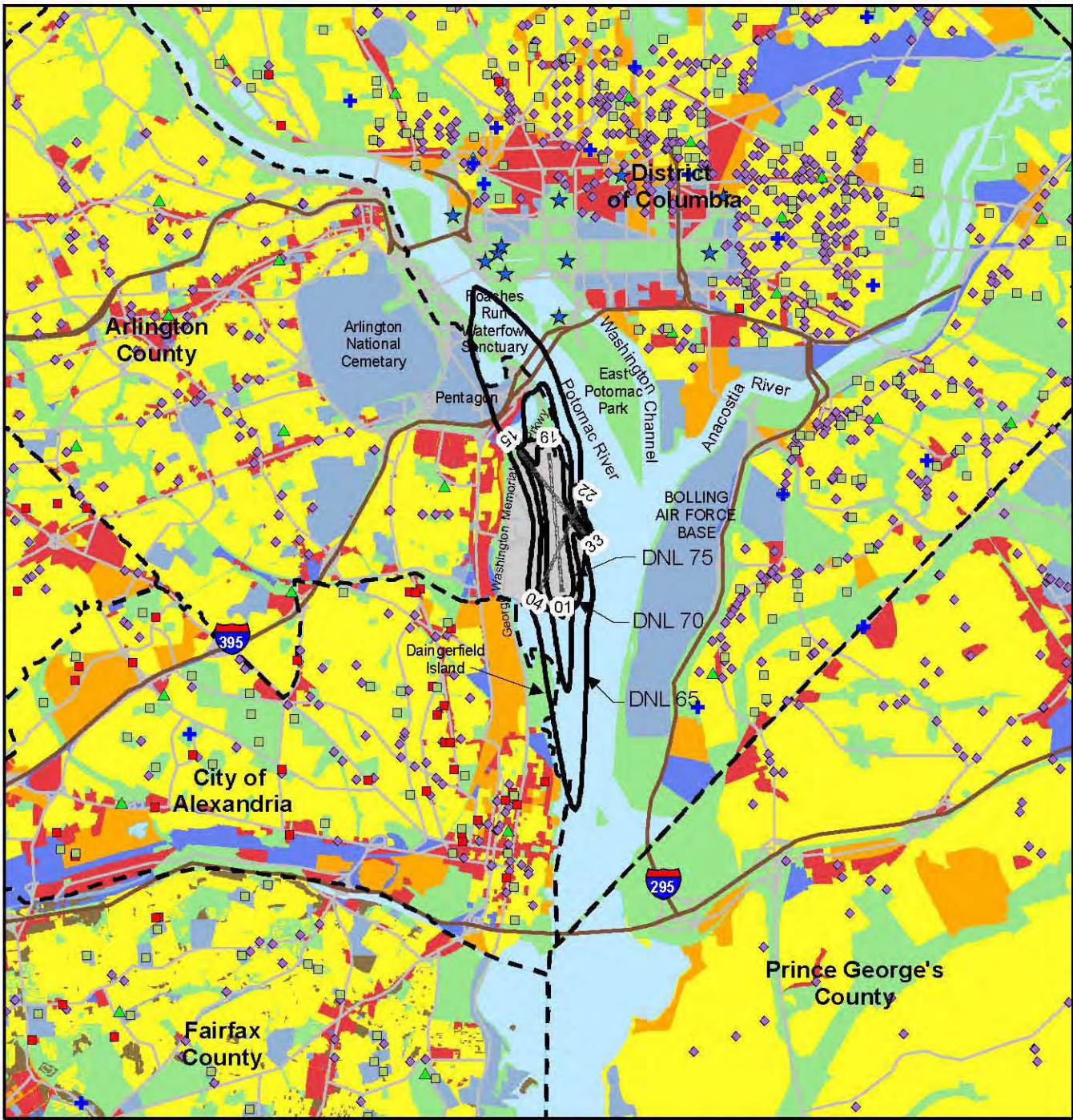
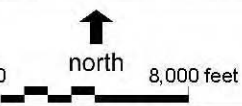


Figure 5. Project Area.

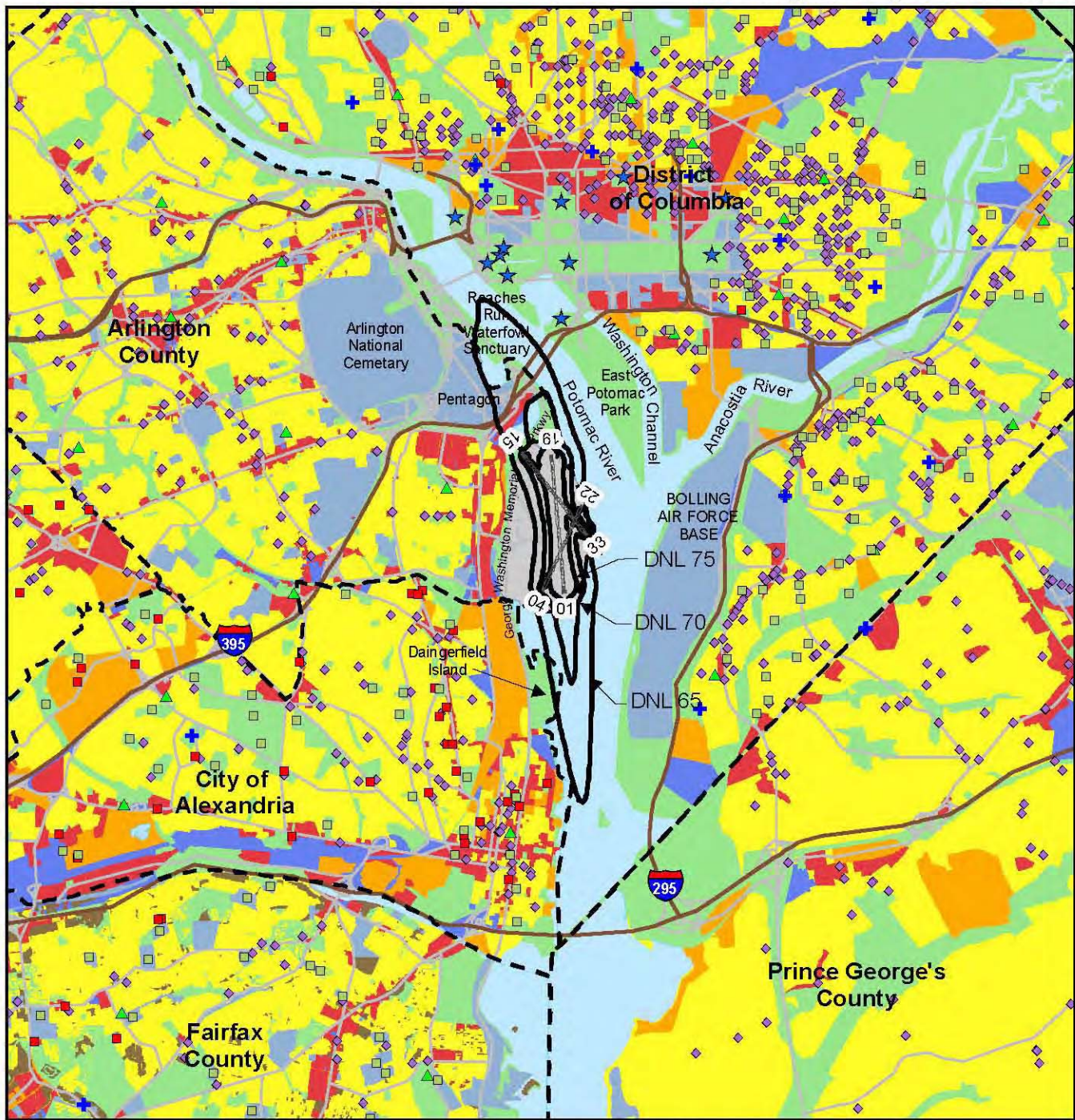


Hospital	Landmark	Residential	Parks and Recreation
School	Interstate Highway	Commercial	Open Space
Daycare	Jurisdictional Boundary	Mixed Use	Vacant Space
Library	Major Road	Industrial	Ronald Reagan Washington National Airport
Religious Facility	Noise Contour	Institutional / Government	Water

Source: Wyle Laboratories
 Prepared by: Ricondo & Associates, Inc.

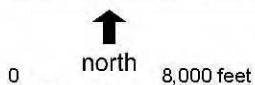


**Figure 6. 2004 Noise Exposure Contours
 Ronald Reagan Washington National Airport**

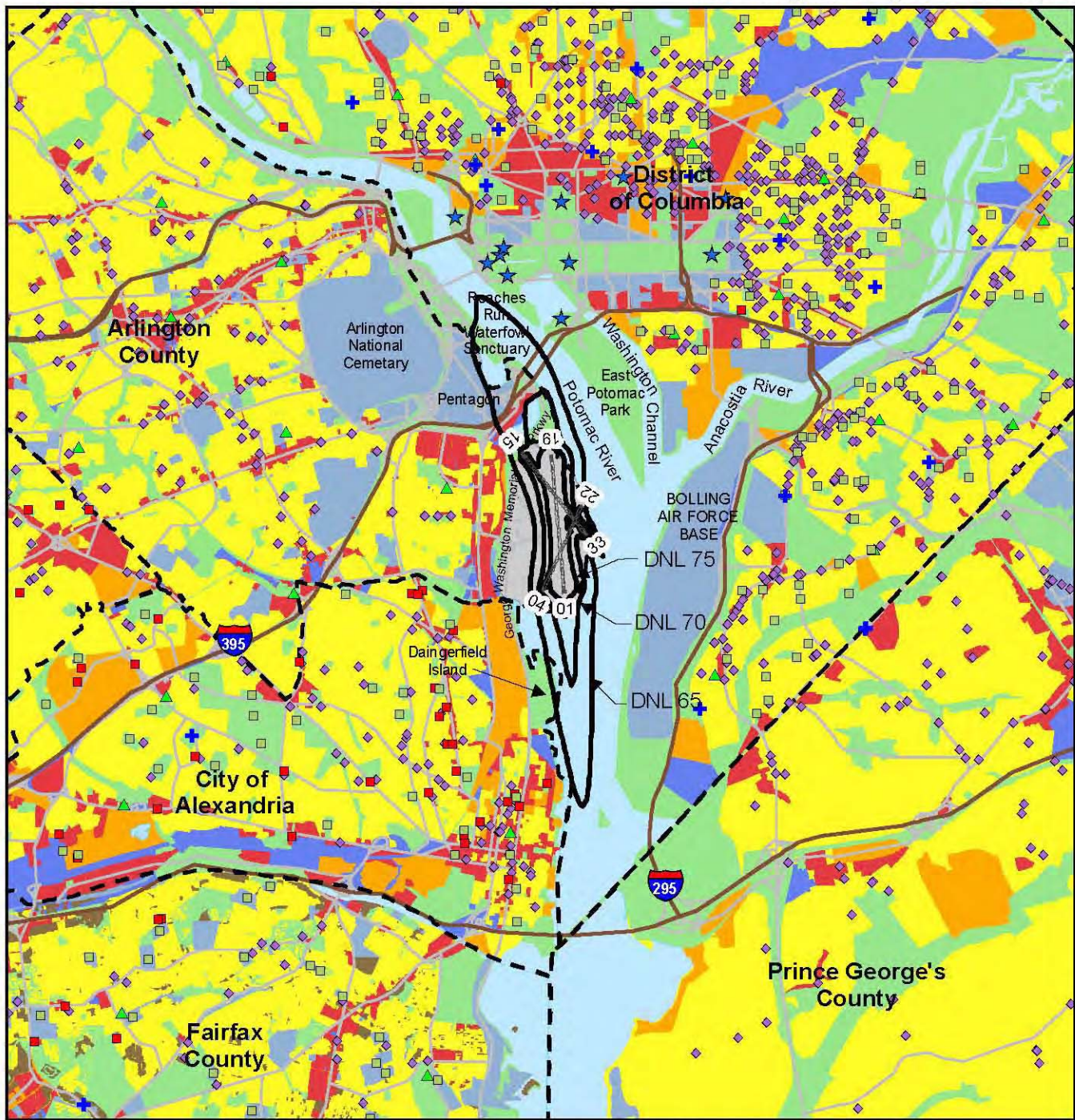


Hospital	Landmark	Residential	Parks and Recreation
School	Interstate Highway	Commercial	Open Space
Daycare	Jurisdictional Boundary	Mixed Use	Vacant Space
Library	Major Road	Industrial	Ronald Reagan Washington National Airport
Religious Facility	Noise Contour	Institutional / Government	Water

Source: Ricondo & Associates, Inc.
 Prepared by: Ricondo & Associates, Inc.

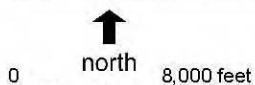


**Figure 7. 2008 Noise Exposure Contours - No Action
 Ronald Reagan Washington National Airport**

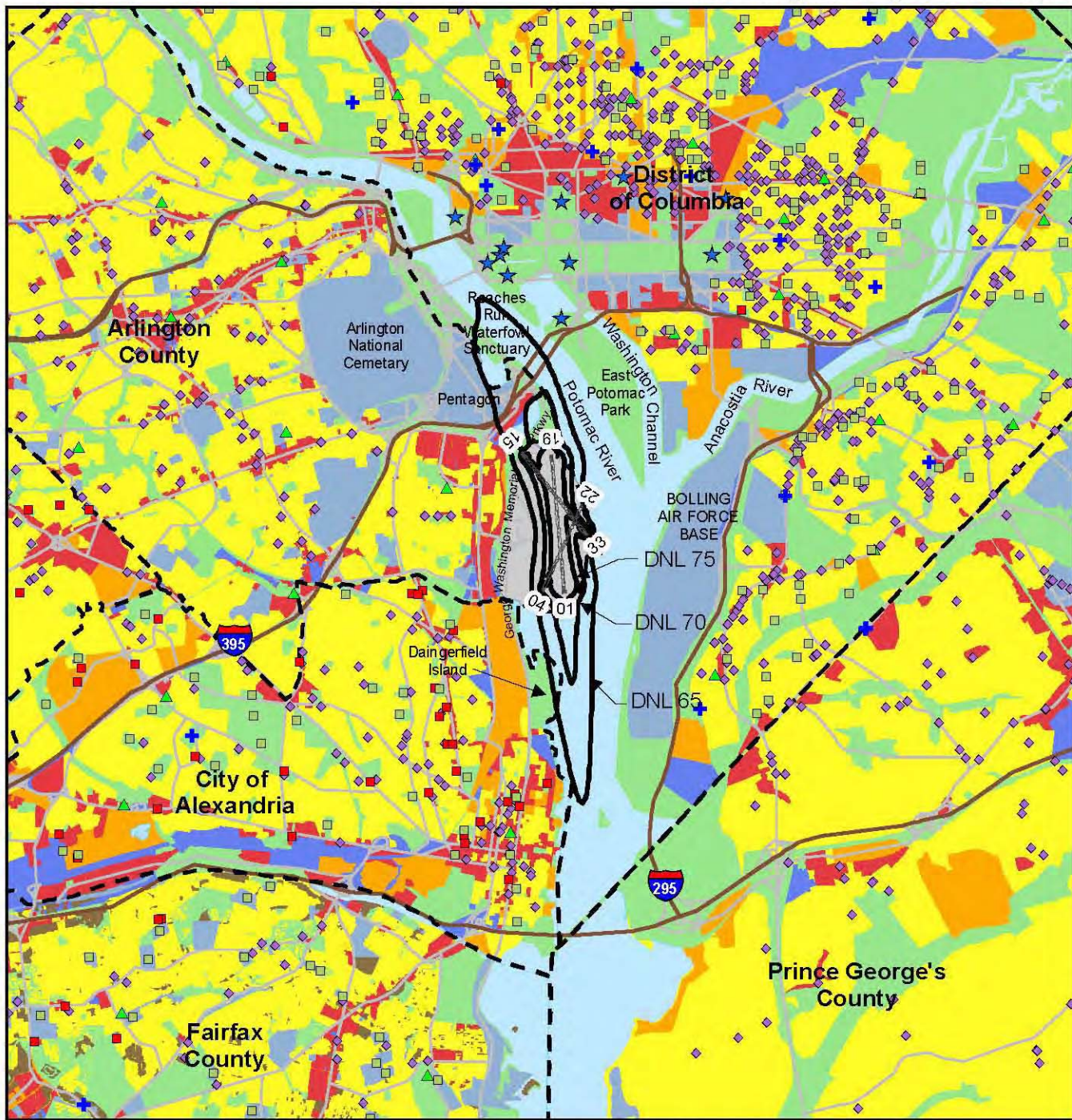


Hospital	Landmark	Residential	Parks and Recreation
School	Interstate Highway	Commercial	Open Space
Daycare	Jurisdictional Boundary	Mixed Use	Vacant Space
Library	Major Road	Industrial	Ronald Reagan Washington National Airport
Religious Facility	Noise Contour	Institutional / Government	Water

Source: Ricondo & Associates, Inc.
 Prepared by: Ricondo & Associates, Inc.

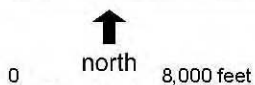


**Figure 8. 2013 Noise Exposure Contours - No Action
 Ronald Reagan Washington National Airport**

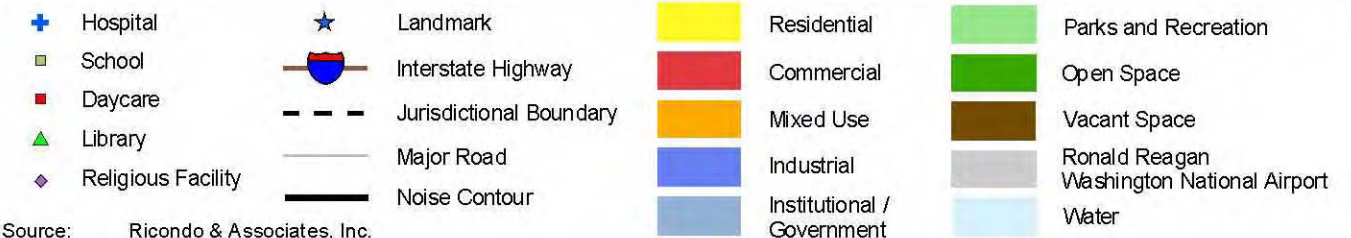
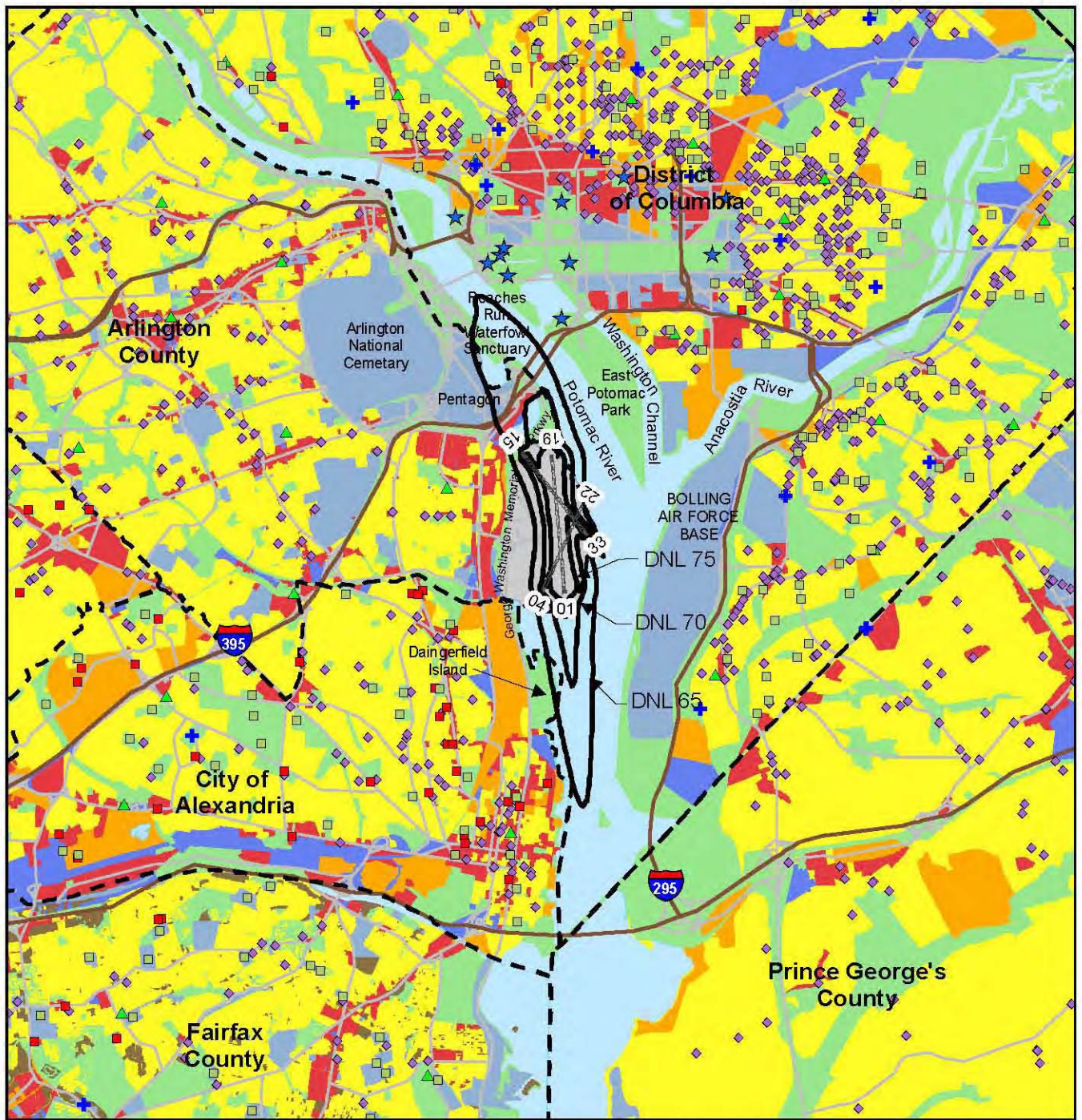


Hospital	Landmark	Residential	Parks and Recreation
School	Interstate Highway	Commercial	Open Space
Daycare	Jurisdictional Boundary	Mixed Use	Vacant Space
Library	Major Road	Industrial	Ronald Reagan Washington National Airport
Religious Facility	Noise Contour	Institutional / Government	Water

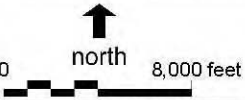
Source: Ricondo & Associates, Inc.
 Prepared by: Ricondo & Associates, Inc.



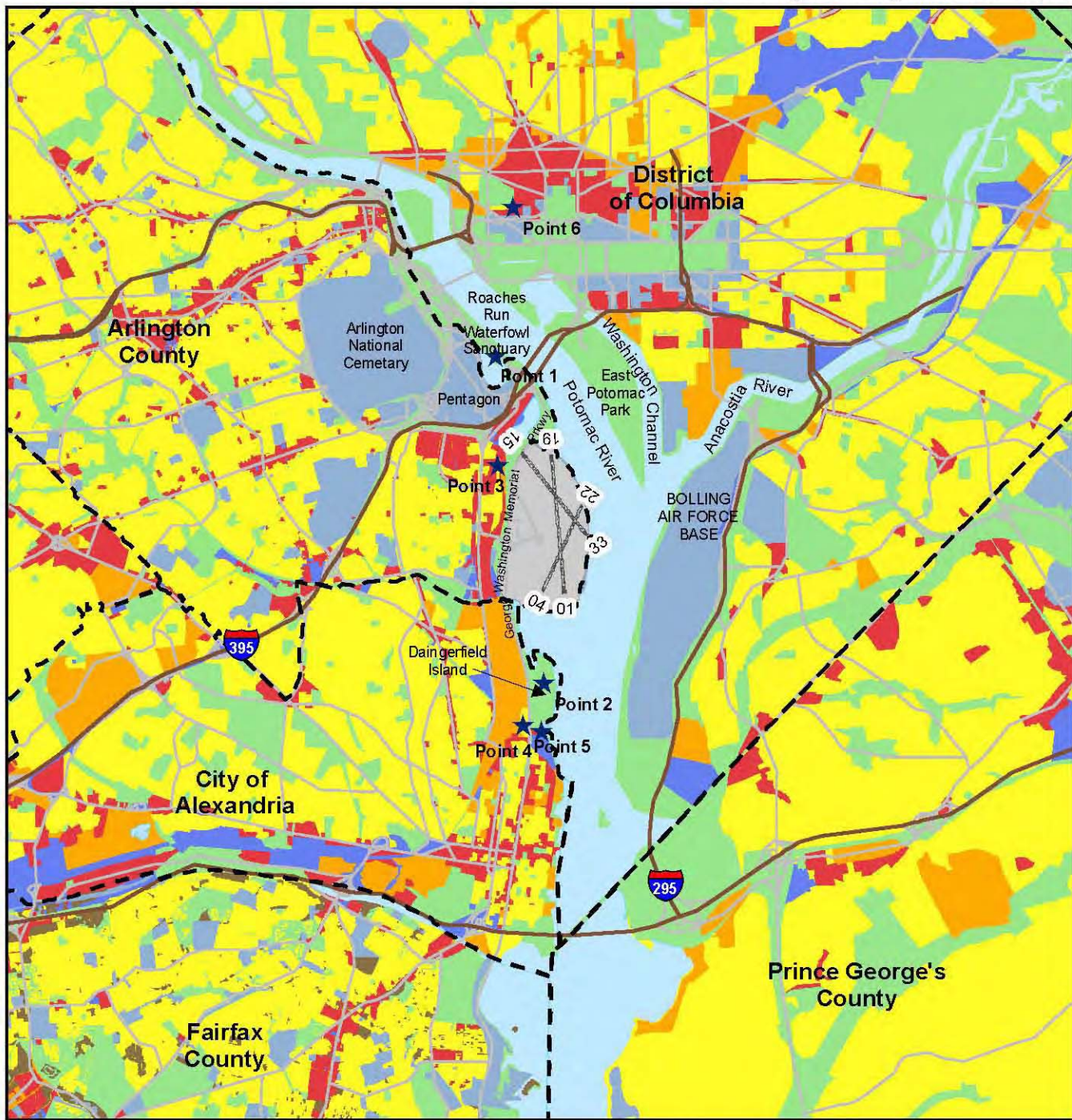
**Figure 9. 2008 Noise Exposure Contours - Proposed Action
 Ronald Reagan Washington National Airport**



Source: Ricondo & Associates, Inc.
 Prepared by: Ricondo & Associates, Inc.

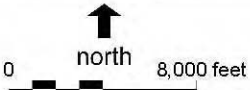


**Figure 10. 2013 Noise Exposure Contours - Proposed Action
 Ronald Reagan Washington National Airport**



- ★ Noise Grid Location
- Interstate Highway
- - - Jurisdictional Boundary
- Major Road
- Residential
- Commercial
- Mixed Use
- Industrial
- Institutional / Government
- Parks and Recreation
- Open Space
- Vacant Space
- Ronald Reagan Washington National Airport
- Water

Source: Ricondo & Associates, Inc.
 Prepared by: Ricondo & Associates, Inc.



**Figure 11. Noise Grid Analysis
 Ronald Reagan Washington National Airport**

ATTACHMENT A

**COASTAL ZONE MANAGEMENT ACT
CONSISTENCY CERTIFICATION**

**RUNWAY 4-22 MODIFICATIONS PROJECT
COASTAL ZONE MANAGEMENT ACT (CZMA) CONSISTENCY CERTIFICATION**

This document provides the Commonwealth of Virginia with the Metropolitan Washington Airports Authority's (the Authority) Consistency Certification and necessary data and information under CZMA Section 307(c)(3)(A) and 15 CFR Part 930, sub-part D, for the Runway 4-22 Modifications Project at Ronald Reagan Washington National Airport (DCA), Arlington County, Virginia.

Certification:

The Authority certifies that the proposed activity complies with the enforceable programs of Virginia's Coastal Resources Management Program (VCP) and will be conducted in a manner consistent with the VCP.

Necessary Data and Information:

1. The proposed action that is the subject of this certification includes modifications to Runway 4-22 and the re-opening of an existing but inactive public parking lot at DCA. The purpose of the proposed action is to offset the loss of 350-400 parking spaces due to the construction of another proposed project at DCA – the addition of new parking decks atop the existing Garages A and B/C. To offset the loss of parking spaces, the Authority will re-open, on a temporary basis, an existing but inactive paved parking lot south of Runway 4-22. Because the inactive parking lot lies within the runway safety area of Runway 4-22, modifications to the runway are also needed. Proposed modifications to the runway include line painting, adjusting fences, and relocating lights (i.e., Runway End Identifier Lights and Visual Approach Slope Indicators). In addition some minor restoration of the existing inactive parking lot pavement would be required to make it suitable for auto parking. This CZMA certification addresses the re-opening of the parking lot and the runway modifications. The project is described in the Runway 4-22 Modifications Draft Form C Environmental Assessment (EA).
2. The project site is located in Arlington County which is located within Virginia's Designated Coastal Zone Management Area.

The proposed Runway 4-22 Modifications project will incorporate a number of actions that will take place in an area that has been previously disturbed and developed. Specific activities include relocating and relamping runway lighting and the refurbishing/construction of public parking spaces to replace those lost during public parking garage expansion.

3. An evaluation of the probable effects of the proposed actions in relation to the enforceable policies of the Virginia Coastal Resources Management Program is provided below:

a. Tidal and Non-Tidal Wetlands

The purpose of the wetlands management program is to preserve tidal wetlands and non-tidal wetlands, prevent their despoliation, and accommodate economic development in a manner consistent with wetlands preservation.

There are no tidal wetlands or non-tidal wetlands located on the project site.

b. Fisheries Management

The Fisheries Management Program stresses the conservation and enhancement of finfish and shellfish resources and the promotion of commercial and recreational fisheries to maximize food production and recreational opportunities.

There are no commercial or recreational fishery activities at DCA. The proposed action would not impact the fishery resources in the Potomac River.

c. Subaqueous Lands Management

The management program for subaqueous lands established conditions for granting or denying permits to use state-owned bottomlands based on considerations of potential effects on marine and fisheries resources, tidal wetlands, adjacent or nearby properties, anticipated public and private benefits, and water quality standards.

There are no state-owned bottom lands within the project area at DCA.

d. Dunes Management

Dune protection is intended to prevent the destruction or alteration of primary dunes.

There are no primary dunes that are within the project site at DCA.

e. Non-Point Source Pollution Control

The Department of Conservation and Recreation (DCR) administers Virginia's Erosion and Sediment Control Law, which requires soil-disturbing projects to be designed to reduce soil erosion and to decrease inputs of chemical nutrients and sediments to the Chesapeake Bay, its tributaries, and other rivers and waters of the Commonwealth.

The Authority's erosion and sediment control program requires any project that involves excavation, landfilling or disturbance of the ground to include erosion and sediment control measures in accordance with the Virginia Erosion and Sediment Control Law and General Criteria, including the *Virginia Erosion and Sediment Control Handbook*. Individuals who are certified by DCR as Program Administrators, Inspectors and Plan Reviewers administer the Authority's program. In addition, the Authority has in place a Stormwater Pollution

Prevention Plan (SPPP) under its VPDES permit that includes all major tenants as co-permittees.

The proposed project will not require excavation, landfilling or disturbance of the ground. The project has two main construction activities - repaving an existing but unused parking lot and cutting grooves into the existing asphalt for the electrical conduit for parking lot lighting.

Additional non-point source pollution control is achieved through the VCP Coastal Lands Management Program discussed below and in Paragraph (i). The Coastal Lands Management program is a state-local cooperative program administered by the Chesapeake Bay Local Assistance Department and localities in Tidewater Virginia including Arlington County.

All construction and subsequent operational activities at DCA is under restrictions embodied in DCA's Virginia Pollutant Discharge Elimination System (VPDES) stormwater discharge permit, as well as pertinent State guidance such as the *Northern Virginia BMP Handbook* and *Virginia Stormwater Management Handbook*. In addition to the management of stormwater runoff via existing and future temporary facilities, each applicable separate construction project is required to have individual erosion and sediment control plans approved by the Authority's Building Codes/Environmental Department.

The land disturbance from the proposed project will be below the threshold for which an erosion and sediment control plan would be required since the construction activities are not expected to disturb the underlying soil. In the event that unanticipated soil disturbance would be needed for the proposed project, then construction activities will be under the restrictions identified in DCA's VPDES stormwater discharge permit, as well as pertinent state guidance such as the *BMPs Handbook* and the *Virginia Stormwater Management Handbook*. In addition to the management of stormwater runoff, the construction aspects of the project will then be required to have an individual erosion and sediment control plan.

f. Point Source Pollution Control

VDEQ regulates discharges into state waters through the Virginia Pollutant Discharge Elimination System (VPDES) and Virginia Pollution Abatement permits. The latter are accomplished through the implementation of the National Pollutant Discharge Elimination System permit program established pursuant to Section 402 of the federal Clean Water Act.

All discharges at DCA are covered by the airport's VPDES permit. Since the proposed project involves repaving an existing but unused parking lot, there will be no new point source discharge.

g. Shoreline Sanitation

The Virginia Department of Health regulates the installation of septic tanks, sets standards, concerning soil types suitable for septic tanks, and specifies minimum distances that tanks must be placed away from streams, rivers, and other waters of the Commonwealth.

The project does not include the installation of a septic tank.

h. Air Pollution Control

VDEQ implements the federal Clean Air Act and its Amendments to provide a legally enforceable State Implementation Plan (SIP) for the attainment and maintenance of the National Ambient Air Quality Standards (NAAQS).

Total direct and indirect emissions for the proposed project are well below *de minimis* standards and are not large enough to be regionally significant. At these emissions levels, air quality impact modeling is not required under General Conformity because it is assumed that the emissions will not cause a violation or delay in attainment of the applicable NAAQS. Because total direct and indirect emissions from the proposed project are well below *de minimis* standards and are not regionally significant the project can be presumed to conform to the applicable SIP.

i. Coastal Lands Management

The Chesapeake Bay Local Assistance Department regulates activities in Chesapeake Bay Resource Management Areas (RMAs) and Resource Protection Areas (RPAs) within 84 localities in Virginia's coastal zone including Arlington County through a state-local cooperative program established pursuant to the Chesapeake Bay Preservation Act. All of Arlington County is designated a Chesapeake Bay Preservation Area and is legislated in Arlington County's Chesapeake Bay Preservation Ordinance, Chapter 61. According to the Arlington County map of RPAs, DCA is within an adopted RPA.

Project activities include the repaving of an existing but unused parking lot and cutting grooves into the existing asphalt for the electrical conduit for parking lot lighting. All project activities occur on previously developed/paved areas. Even though the proposed project is located within an RPA there will be no change to the function of the RPA at DCA as a result of project activities. The Runway 4-22 Modifications project is consistent with The Chesapeake Bay Preservation Act and the Chesapeake Bay Preservation Area Designation and Management regulations, implemented by the "Chesapeake Bay Preservation Ordinance" in the Code of the County of Arlington.

By this certification that the Runway 4-22 Modifications Project at Ronald Reagan Washington National Airport is consistent with the Virginia Coastal Resources Management Program, Virginia is notified that it has 6 months from the receipt of this letter and accompanying information in which to concur with or object to the Metropolitan Washington Airports

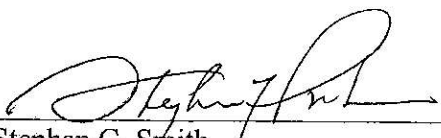
Authority's certification. Pursuant to 15 CFR section 930.63 (b), if Virginia has not issued a decision within 3 months following commencement of State agency review, it shall notify the Authority and the Federal Aviation Administration of the status of the matter and the basis for further delay. The State's concurrence, objection, or notification of review status shall be sent to:

Mr. William C. Lebegem
Metropolitan Washington Airports Authority, MA-32
West Building Room 155
Ronald Reagan Washington National Airport
Washington, D.C. 20001

and

Ms. Jennifer Mendelsohn
Federal Aviation Administration
Washington Airports District Office
23723 Air Freight Lane, Suite 210
Dulles Virginia 20166

CERTIFIED BY



Stephan G. Smith
Deputy Vice President for Engineering

12/5/07

Date

ATTACHMENT B

PUBLIC INVOLVEMENT

**NOTICE OF AVAILABILITY
ENVIRONMENTAL ASSESSMENT AND
FEDERAL CONSISTENCY CERTIFICATION
RUNWAY 4-22 MODIFICATIONS
RONALD REAGAN WASHINGTON NATIONAL AIRPORT**

The Metropolitan Washington Airports Authority proposes to undertake improvements to Ronald Reagan Washington National Airport. The proposed project includes relocating the threshold of Runway 22 approximately 600 feet to the southwest. The relocation of the threshold will allow the establishment of up to 560 additional parking spaces in an existing inactive temporary lot at the south end of Runway 4-22 to replace those lost during construction of the additional parking decks for Garages A and B/C.

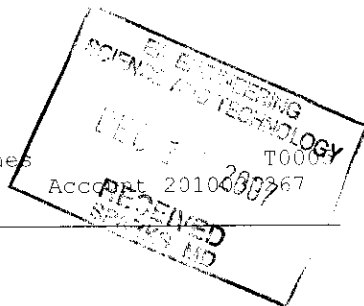
The Draft Environmental Assessment (EA) has been prepared to address the range of potential environmental impacts that could result from the implementation of the proposed projects. The Draft EA includes the systematic gathering of a comprehensive range of technical and scientific data, identification of a range of reasonable alternatives, analysis of potential economic, social and environmental impacts and development of mitigation measures to ensure consistency with the goals and objectives of such planning have been carried out by the community. It also includes an analysis of the effects of this proposal on the enforceable and advisory policies of the Virginia Coastal Resources Management Program (VCP). In addition, pursuant to the Coastal Zone Management Act (CZMA) of 1972, as amended, a Federal Consistency Certification is required for this project. The federally permitted or licensed activity located in Tidewater Virginia must be conducted in a manner which is consistent with the enforceable Policies of the VCP. In accordance with public notification requirements, notice is hereby given that the proposed project would take place in Virginia's designated coastal management area.

A Draft Environmental Assessment (EA) has been prepared for the proposed project. The Federal Aviation Administration (FAA) is the lead agency under the National Environmental Policy Act (NEPA). A copy of the Draft EA, which includes the federal consistency certification, is available for public review during business hours at the following locations: Arlington County Central Library, 1015 N. Quincy St, Arlington, VA 22201; Aurora Hills Branch Library, 735 S. 18th St, Arlington, VA, 22202; Department of Environmental Quality, 629 East Main Street, Richmond, VA 23219; and Federal Aviation Administration, Washington Airports District Office, 23723 Air Freight Lane, Suite 210, Dulles, Virginia, 20166. The Draft EA can also be reviewed at www.mwaa.com/news_publications/newsroom/public_notices.

Written comments on the Draft EA may be submitted to Charles Baummer, Planning Department, Metropolitan Washington Airports Authority, One Aviation Circle, Ronald Reagan Washington National Airport, Washington, DC 20001-6000, or by e-mail to environmental.comments@mwaa.com. Written comments on the federal consistency certification may be submitted directly to Ms. Ellie Irons, Office of Environmental Impact Review, Virginia Department of Environmental Quality, 629 East Main Street, 6th Floor, Richmond, VA 23219 or by e-mail to elirons@deq.virginia.gov. All comments must be received no later than 5:00 pm Eastern Time on January 11, 2008.

Ad # 10232352 Name EA ENGINEERING
Class 820 PO# Authorized by

Size 116 Lines



PROOF OF PUBLICATION

District of Columbia, ss., Personally appeared before me, a Notary Public in and for the said District, Nicole McKinney well known to me to be Billing Manager of The Washington Post, a daily newspaper published in the City of Washington, District of Columbia, and making oath in due form of law that an advertisement containing the language annexed hereto was published in said newspaper on the dates mentioned in the certificate herein.

I Hereby Certify that the attached advertisement was published in The Washington Post, a daily newspaper, upon the following date(s) at a cost of \$1,776.68 and was circulated in the Washington metropolitan area.

Published 1 time(s). Date(s): 09 of December 2007

Account 2010031267

Witness my hand and official seal this 9th day of December 2007

My commission expires _____

NOTICE OF AVAILABILITY
ENVIRONMENTAL ASSESSMENT AND
FEDERAL CONSISTENCY
CERTIFICATION RUNWAY 4-22
MODIFICATIONS RONALD REAGAN
WASHINGTON NATIONAL AIRPORT
The Metropolitan Washington
Airports Authority proposes to
undertake improvements to
Ronald Reagan Washington
National Airport. The proposed
project includes relocating the
threshold of Runway 22
approximately 600 feet to the
southwest. The relocation of
the threshold will allow the
establishment of up to 560
additional parking spaces in an
existing inactive temporary lot
at the south end of Runway 4-22
to replace those lost during
construction of the additional
parking decks for Garages A and
B/C. The Draft Environmental
Assessment (EA) has been
prepared to address the range
of potential environmental
impacts that could result from
the implementation of the
proposed projects. The Draft EA
includes the systematic

Eric Morton-McFadden
Notary Public District of Columbia
My Commission Expires 05-31-2011

gathering of a comprehensive range of technical and scientific data, identification of a range of reasonable alternatives, analysis of potential economic, social and environmental impacts and development of mitigation measures to ensure consistency with the goals and objectives of such planning have been carried out by the community. It also includes an analysis of the effects of this proposal on the enforceable and advisory policies of the Virginia Coastal Resources Management Program (VCP). In addition, pursuant to the Coastal Zone Management Act (CZMA) of 1972, as amended, a Federal Consistency Certification is required for this project. The federally permitted or licensed activity located in Tidewater Virginia must be conducted in a manner which is consistent with the enforceable Policies of the VCP. In accordance with public notification requirements, notice is hereby given that the proposed project would take place in Virginia's designated coastal management area. A Draft Environmental Assessment (EA) has been prepared for the proposed project. The Federal Aviation Administration (FAA) is the lead agency under the National Environmental Policy Act (NEPA). A copy of the Draft EA, which includes the federal consistency certification, is available for public review during business hours at the following locations: Arlington County Central Library, 1015 N. Quincy St, Arlington, VA 22201; Aurora Hills Branch Library, 735 S. 18th St, Arlington, VA, 22202; Department of Environmental Quality, 629 East Main Street, Richmond, VA 23219; and Federal Aviation Administration, Washington

Airports District Office, 23723
Air Freight Lane, Suite 210,
Dulles, Virginia, 20166. The
Draft EA can also be reviewed
at [www.mwaa.com/
news_publications/newsroom/
public_notices](http://www.mwaa.com/news_publications/newsroom/public_notices). Written
comments on the Draft EA may be
submitted to Charles Baummer,
Planning Department,
Metropolitan Washington
Airports Authority, One
Aviation Circle, Ronald Reagan
Washington National Airport,
Washington, DC 20001-6000, or
by e-mail to
environmental.comments@mwaa.com
. Written comments on the
federal consistency
certification may be submitted
directly to Ms. Ellie Irons,
Office of Environmental Impact
Review, Virginia Department of
Environmental Quality, 629 East
Main Street, 6th Floor,
Richmond, VA 23219 or by e-mail
to elirons@deq.virginia.gov.
All comments must be received
no later than 5:00 pm Eastern
Time on January 11, 2008.

PUBLIC NOTICE – ENVIRONMENTAL PROJECT

PURPOSE OF NOTICE: The Department of Environmental Quality seeks public comments on an Environmental Assessment and Federal Consistency Certification for the proposed relocation of the threshold to Runway 4-22 at Ronald Reagan Washington National Airport (DCA) in Arlington County, Virginia.

PUBLIC COMMENT PERIOD: December 11, 2007 through January 11, 2008

TYPE OF RESPONSE: Environmental Assessment and Federal Consistency Certification.

DEQ is reviewing an Environmental Assessment and Federal Consistency Certification submitted for the proposal that addresses the range of potential environmental impacts that could result from the implementation of the project, and to determine its consistency with the Virginia Coastal Resources Management Program, as approved under the federal Coastal Zone Management Act.

NAME OF AGENCY PROPOSING THE PROJECT: The Metropolitan Washington Airports Authority (MWAA) has submitted a License Modification Application to the Federal Aviation Administration (FAA).

PROJECT DESCRIPTION: The MWAA intends to provide additional public parking space at DCA during construction of an additional parking deck on each of Garages A and B/C. Construction of the additional parking decks will result in a temporary loss of approximately 350-400 parking spaces. The proposed action would result in up to 560 additional parking spaces in an existing inactive temporary lot at the south end of Runway 4-22 to replace those lost during construction of the additional parking decks. To accomplish this MWAA would implement a temporary change in the classification of Runway 4-22 and reduce the runway approach category to include the full safety areas at both approach ends to the runway. Because of the proximity of the Potomac River to the threshold of Runway 22, the Safety Area associated with the runway will be established by relocating the threshold of Runway 22 approximately 600 feet to the southwest, effectively shortening the runway by 600 feet. The pavement affected by the shift would be reclassified as a taxiway. The runway edge lights would be relamped to correspond to the new threshold, and blue lenses installed on the 600-foot segment being reclassified as a taxiway. The Runway End Identifier Lights (REIL's) and the runway threshold lights will be relocated and the Visual Approach Slope Indicator (VASI) associated with Runway 22 will be temporarily placed out of service for the duration of the threshold relocation. The net impact of the proposed changes is to temporarily reduce the declared distances for departing aircraft on Runway 4, to reduce the largest category of aircraft permitted on the runway from Category C to Category A and/or B, and to eliminate departures and arrivals on Runway 22 as well as arrivals to Runway 4. The change would be temporary (effective winter 2007) and is expected to last for a period of 2-5 years, at which time a decision will be made by the Authority whether to apply for an extension of the temporary designation or to make the changed designation permanent.

HOW TO COMMENT: DEQ accepts comments from the public by e-mail, fax, or U.S. Mail (see below). All comments must include the name, address, and telephone number of the person commenting and be received by DEQ within the comment period. A copy of the Draft EA, which includes the Federal Consistency Certification, is available for public review during business hours at the following locations:

Arlington County Central Library, 1015 N. Quincy St, Arlington, VA 22201;
Aurora Hills Branch Library, 735 S. 18th St, Arlington, VA, 22202;
Department of Environmental Quality, 629 East Main Street, Richmond, VA 23219; and
Federal Aviation Administration, Washington Airports District Office, 23723 Air Freight Lane, Suite 210, Dulles, Virginia, 20166.

CONTACT FOR PUBLIC COMMENTS, DOCUMENT REQUESTS, AND ADDITIONAL INFORMATION:

NAME: Ellie Irons, OEIR Manager or John Fisher, EIR Coordinator
Office of Environmental Impact Review
Department of Environmental Quality
629 East Main Street, 6th floor
Richmond, Virginia 23219

TELEPHONE: (804) 698-4325, or (804) 698-4339
E-MAIL: elirons@deq.virginia.gov, or jefisher@deq.virginia.gov
FAX: (804) 698-4319

ATTACHMENT C

**COMMENTS RECEIVED REGARDING THE DRAFT
ENVIRONMENTAL ASSESSMENT**

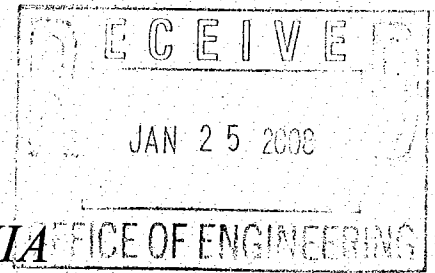
Table C-1
Summary of Comments and Comment Responses on the Draft Environmental Assessment^(a)

Subject	Summary of Comment	Response
Entire Project	General Comment: The Commonwealth of Virginia has no objection to the proposal.	Comment noted
Water Quality and Wetlands	The Northern Regional Office finds that the proposed project would have no impact on programs administered by the regional office.	Comment noted
Erosion and Sediment Control	Applicants for projects on privately- or locally-owned lands involving a land-disturbing activity of 2,500 square feet or more in a Chesapeake Bay Preservation Area (CBPA), must submit a site-specific erosion and sediment control plan (ESC) to the locality in which a regulated land disturbance is undertaken, for review and approval pursuant to the local ESC ordinances.	Land disturbance is not anticipated for this project. However, if 2,500 square feet or more of land is disturbed, then MWAA will comply as noted in the EA.
VA Stormwater Management Program General Permit	For projects involving a land-disturbing activities of 2,500 square feet or more in a CBPA localities, MWAA is required to apply for registration coverage under the General Permit for Discharges of Stormwater from Construction Activities.	Land disturbance is not anticipated for this project. However, if 2,500 square feet or more of land is disturbed, then MWAA will comply as noted in the EA.
Chesapeake Bay Preservation Areas	Provided adherence to the following requirements, the project would be consistent with the Chesapeake Bay Preservation Act and Chesapeake Bay Preservation Area Designation and Management Regulations: the encroachment is the minimum necessary; no more land is disturbed than is necessary; all applicable state and federal permits are obtained; water quality is protected; and any land disturbance exceeding an area of 2,500 square feet complies with the erosion and sediment control requirements.	Comment noted
Air Quality Ozone Nonattainment Area	MWAA should take all reasonable precautions to limit emissions of VOCs and NO _x , principally by controlling or limiting the burning of fossil fuels. There are some limitations in the Regulations for the Control and Abatement of Air Pollution on the use of “cut-back” that may apply in the repaving of the parking lot. There are time-of-year restrictions on its use during the months of April through October in VOC emission control areas.	MWAA will comply
Air Quality Fugitive Dust	During construction, fugitive dust must be kept at a minimum such as water or chemicals for dust control; use of hoods, fans, and filters to enclose and vent dusty materials; covering of open equipment for conveying materials; and prompt removal of spilled or tracked dirt and dried sediments.	MWAA will comply
Air Quality Open Burning	If project activities include the burning of construction or demolition material a permit may be required.	Project does not involve open burning.
Waste Management	Any soil that is suspected of contamination or wastes that are generated during construction-related activities must be tested and disposed of in accordance with applicable Federal, State, and local laws and regulations.	MWAA will comply
Waste Management	The Div of Waste Program Coordination of DEQ reported that between 1942 and 1944, the United States acquired the use of approximately 36.94 acres at the Washington National Airport for Army use. The disposal of approximately 30.48 acres occurred in 1962.	Comment noted

Table C-1
Summary of Comments and Comment Responses on the Draft Environmental Assessment^(a)

Subject	Summary of Comment	Response
Pollution Prevention	DEQ encourages all construction projects and facilities to implement pollution prevention principles, including the reduction, reuse, and recycling of all solid wastes generated.	Comment noted
Pesticides	DEQ recommends that the use of herbicides or pesticides for construction or landscape maintenance should be in accordance with the principles of integrated pest management.	Project does not involve pesticide use.
Natural Heritage Resources	Due to the scope of the activity and the distance to the resources, the Dept of Conservation and Recreation Div of Natural Heritage (DCR-DNH) does not anticipate that future redevelopment of these properties would adversely impact the natural heritage resources.	Comment noted
State-listed Plant and Insect Species	DCR finds that the current activity will not affect any documented state-listed plants or insects.	Comment noted
Wildlife Resources and Protected Species	The Dept of Game and Inland Fisheries (DGIF) does not anticipate adverse impacts upon wildlife resources as a result of the proposed work.	Comment noted
Historic Structures and Archaeological Resources	According to DHR, the proposed activities do not have the potential to affect historic properties and therefore do not constitute an undertaking subject to Section 106 of the National Historic Preservation Act.	Comment noted
Aviation Impacts	The VA Dept of Aviation does not have any comments regarding the proposal.	Comment noted
Pollution Prevention	DEQ recommends the following pollution prevention recommendations that may be helpful in the construction of this project and operation of the airport: consider development of an effective Environmental Management System; consider environmental attributes when purchasing materials; consider contractors' commitment to the environment when choosing contractors; choose sustainable materials and practices for infrastructure construction and design; integrate pollution prevention techniques into the airport maintenance and operation.	Comment noted
Federal Consistency under the Coastal Zone Management Act	Based on the information provided in the EA, and the comments of reviewing agencies, VDEQ concurs that the proposed activity is consistent with the Virginia Coastal Resources Management Program, provided MWAA complies with all requirements of applicable permits and other authorizations that may be required.	Comment noted

(a) All comments on the Draft EA were from the Commonwealth of Virginia. Participants from the Commonwealth included the Department of Environmental Quality, Department of Conservation and Recreation, Department of Game and Inland Fisheries, Marine Resources Commission, Department of Historic Resources, and Department of Aviation.



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January 17, 2008

Mr. William C. Lebegern, P.E.
Planning Department
Metropolitan Washington Airports Authority
One Aviation Circle
Ronald Reagan Washington National Airport
Washington, D.C., 20001-6000

RE: Draft Form "C" (Short Form Environmental Assessment) and Federal Consistency Certification for the Runway 4-22 Modifications at Ronald Reagan Washington National Airport, Arlington County, (DEQ 07-221F).

Dear Mr. Lebegern:

The Commonwealth of Virginia has completed its review of the December 7, 2007 Draft Form "C" (Short Form Environmental Assessment) and Federal Consistency Certification (FCC) (received December 11, 2007) for the above referenced project. The Department of Environmental Quality is responsible for coordinating Virginia's review of federal environmental documents and responding to appropriate federal officials on behalf of the Commonwealth. DEQ is also responsible for coordinating Virginia's review of FCCs submitted pursuant to the Coastal Zone Management Act (CZMA) and providing the state's response. The following agencies participated in the review of this proposal:

Department of Environmental Quality
Department of Conservation and Recreation
Department of Game and Inland Fisheries
Marine Resources Commission
Department of Historic Resources
Department of Aviation

Arlington County, the City of Alexandria and the Northern Virginia Regional Commission were also invited to comment.

Public notice of the proposed action was published on DEQ's web site from December 11, 2007 to January 11, 2008. No public comments were received in response to the notice.

PROJECT DESCRIPTION

The Metropolitan Washington Airport Authority (MWAA) intends to provide temporary public parking space at Ronald Reagan Washington National Airport (DCA) during construction of an additional parking deck on each of Garages A and B/C. Construction of the additional parking decks will result in a temporary loss of approximately 350-400 parking spaces. The proposed action would result in up to 560 additional parking spaces in an existing inactive temporary lot at the south end of Runway 4-22. To accomplish this MWAA would implement a temporary change in the classification of Runway 4-22 and reduce the runway approach category to include the full safety areas at both approach ends to the runway. Because of the proximity of the Potomac River to the threshold of Runway 22, the Safety Area associated with the runway will be established by relocating the threshold of Runway 22 approximately 600 feet to the southwest, effectively shortening the runway by 600 feet. The runway edge lights would be relamped and blue lenses installed on the 600-foot segment being reclassified as a taxiway. The Runway End Identifier Lights (REIL's) and the runway threshold lights will be relocated. The change would be temporary (effective winter 2007) and is expected to last for a period of 2-5 years, at which time a decision will be made by the Authority whether to apply for an extension of the temporary designation or to make the changed designation permanent.

CONCLUSION

Based on the information provided in the Short Environmental Assessment (EA) and comments from reviewers, the Commonwealth of Virginia has no objection to the proposal as presented.

Provided activities are performed in accordance with the recommendations which follow, this project is unlikely to have significant effects on ambient air quality, water quality, important farmland, wetlands, historic structures, wildlife, or forest resources. It will not affect species of plants, animals, or insects listed by state agencies as rare, threatened, or endangered.

ENVIRONMENTAL IMPACTS AND MITIGATION

1. Water Quality & Wetlands. According to the EA (page 13) the proposal involves repaving an unused parking lot and cutting groves into the existing asphalt for the electrical conduit for parking lot lighting. The document anticipates no adverse effects to the water quality of Fourmile Run, and the nearby Potomac River. Furthermore, the

document (page 15) indicates that the proposed project will not affect wetlands since construction activities are limited to the existing parking lot.

1(a) Agency Jurisdiction. The State Water Control Board (SWCB) promulgates Virginia's water regulations, covering a variety of permits to include Virginia Pollutant Discharge Elimination System Permit, Virginia Pollution Abatement Permit, Surface and Groundwater Withdrawal Permit, and the Virginia Water Protection Permit (VWPP). The VWPP is a State permit which governs Wetlands, Surface Water, and Surface Water Withdrawals/Impoundments. It also serves as § 401 certification of the federal Clean Water Act § 404 permits for dredge and fill activities in waters of the U.S. The VWPP Program is under the Office of Wetlands and Water Protection/Compliance, within the DEQ Division of Water Quality Programs. In addition to central office staff that review and issue VWP permits for transportation and water withdrawal projects, the seven DEQ regional offices perform permit application reviews and issue permits for the covered activities.

1(b) Findings. The staff of the DEQ Northern Regional Office (NRO) finds that the proposed project would have no impact on programs administered by the regional office.

For additional information, contact John Bowden, DEQ-NRO at (703) 583-3880.

2. Erosion and Sediment Control and Stormwater Management. As described in the EA (pages 23 & 23), the proposal does not involve ground-disturbing activities. However, should unanticipated ground disturbance occur, the project would be implemented with the appropriate erosion and sediment control plans consistent with the State Erosion and Sediment Control Law.

2(a) Agency Jurisdiction. DCR's Division of Soil and Water conservation administers the Virginia Erosion and Sediment Control Law and Regulations (VESCL&R), Virginia Stormwater Management Law and Regulations (VSWML&R).

2(b) Erosion and Sediment Control, and Stormwater Management. According to the Department of Conservation and Recreation's (DCR) Division of Soil and Water Conservation (DSWC), applicants for projects on privately- or locality-owned lands involving a land-disturbing activity of 2,500 square feet or more in a Chesapeake Bay Preservation Area, must submit a site-specific erosion and sediment control (ESC) plan to the locality in which a regulated land disturbance is undertaken, for review and approval pursuant to the local ESC ordinances. The ESC plan must be approved prior to initiation of any land-disturbance on the project site. All regulated land-disturbing activities associated with the project, including on or off site access roads, staging areas, or spoil or borrow areas, must be covered by an approved plan. Note that dependent on local requirements, a separate stormwater management (SWM) plan may be required for this project. Local ESC and SWM requirements should be

requested through each locality in which the project will be undertaken. Alternatively, plans for multi-jurisdictional projects may be submitted directly to DCR's Potomac Watershed Office rather than to the local jurisdiction. [Reference: *Virginia Erosion and Sediment Control Law §10.1-563.A*; *Virginia Erosion and Sediment Control Regulations §4VAC50-30-30*; *Virginia Stormwater Management Law §10.1-603.3, §10.1-603.6*; *Virginia Stormwater Management Regulations §4VAC-3-20-90 -141*].

2(c) Virginia Stormwater Management Program General Permit for Stormwater Discharges from Construction Activities. DCR is responsible for the issuance, denial, revocation, termination and enforcement of the Virginia Stormwater Management Program (VSMP) General Permit for Stormwater Discharges from Construction Activities (previously known as Virginia Pollutant Discharge Elimination System (VPDES) General Permit for Stormwater Discharges from Construction Activities) related to municipal separate storm sewer systems (MS4s) and construction activities for the control of stormwater discharges from MS4s and land disturbing activities under the Virginia Stormwater Management Program.

Therefore, for projects involving land-disturbing activities of 2,500 square feet or more in Chesapeake Bay Preservation Area localities, the MWAA or its authorized agent is required to apply for registration coverage under the General Permit for Discharges of Stormwater from Construction Activities. General information and registration forms for the General Permit are available on DCR's website at <http://www.dcr.virginia.gov/sw/vsmp.htm#geninfo>.

3. Chesapeake Bay Preservation Areas. According to the Federal Consistency Certification (FCC) (Attachment A, page 4 of 5), all project activities occur on previously developed/paved areas. While the project site is located in a locally designated Resource Protection Area (RPA), the document asserts that there would be no change to the function of the RPA as a result of the proposed activities.

3(a) Agency Jurisdiction. DCR's Division of Chesapeake Bay Local Assistance administers the coastal lands management enforceable policy of the VCP which is governed by the Chesapeake Bay Preservation Act (Virginia Code §10.1-2100-10.1-2114) and Chesapeake Bay Preservation Area Designation and Management Regulations (9 VAC 10-20 et seq.).

3(b) Analysis. All proposed land disturbance, clearing, or grading related to activity proposed in any Environmental Assessment (EA) must comply with the *Chesapeake Bay Preservation Area Designation and Management Regulations* as enforced through locally adopted Chesapeake Bay Preservation Area (CBPA) ordinances.

The construction, installation, and maintenance of water, sewer, natural gas, underground telecommunication and cable television lines (or, on the case in question,

electrical conduit for parking lot lighting) owned or permitted by a local government or regional service authority is permitted within the RPA provided it meets the general performance criteria (9 VAC 10-20-120 et seq.) including:

- the encroachment is the minimum necessary;
- no more land is disturbed than is necessary to accommodate the installation;
- all applicable state and federal permits for the installation are obtained;
- installation takes place in a manner that protects water quality; and
- land disturbance exceeding an area of 2,500 square feet complies with the erosion and sediment control requirements contained in the Regulations (4 VAC 50-30-30 et seq.).

3(c) Conclusion. Provided adherence to the above requirements, the project would be consistent with the *Chesapeake Bay Preservation Act* and *Chesapeake Bay Preservation Area Designation and Management Regulations*, an enforceable program under the Virginia Coastal Resources Management Program.

4. Air Pollution Control. According to the EA (page 18), air quality degradation is not expected. Emissions related to construction activities would be limited to the duration of the project and are below the *de minimis* level.

4(a) Agency Jurisdiction. DEQ's Air Quality Division, on behalf of the State Air Pollution Control Board, is responsible to develop regulations that become Virginia's Air Pollution Control Law. DEQ is charged to carry out mandates of the state law and related regulations as well as Virginia's federal obligations under the Clean Air Act as amended in 1990. The objective is to protect and enhance public health and quality of life through control and mitigation of air pollution. The division ensures the safety and quality of air in Virginia by monitoring and analyzing air quality data, regulating sources of air pollution, and working with local, state and federal agencies to plan and implement strategies to protect Virginia's air quality. The appropriate regional office is directly responsible for the issue of necessary permits to construct and operate all stationary sources in the region as well as to monitor emissions from these sources for compliance. As a part of this mandate, the environmental documents of new projects to be undertaken in the State are also reviewed. In the case of certain projects, additional evaluation and demonstration must be made under the general conformity provisions of state and federal law.

4(b) Ozone Nonattainment Area. According to the DEQ Air Division, the project site is located in the Northern Virginia ozone (O₃) nonattainment area and an emission control area for the contributors to ozone pollution, which are volatile organic compounds (VOCs) and oxides of nitrogen (NO_x). This has two practical consequences for project development. One is that the MWAA should take all reasonable precautions to limit emissions of VOCs and NO_x, principally by controlling or limiting the burning of fossil

fuels. A second precaution, stemming from 9 VAC 5-40-5490 in the Regulations for the Control and Abatement of Air Pollution, is that there are some limitations on the use of "cut-back" (liquefied asphalt cement, blended with petroleum solvents) that may apply in the repaving of the parking lot associated with the project. Moreover, there are time-of-year restrictions on its use during the months of April through October in VOC emission control areas.

4(c) Fugitive Dust. During construction, fugitive dust must be kept to a minimum by using control methods outlined in 9 VAC 5-50-60 et seq. of the Regulations for the Control and Abatement of Air Pollution. These precautions include, but are not limited to, the following:

- Use, where possible, of water or chemicals for dust control;
- Installation and use of hoods, fans, and fabric filters to enclose and vent the handling of dusty materials;
- Covering of open equipment for conveying materials; and
- Prompt removal of spilled or tracked dirt or other materials from paved streets and removal of dried sediments resulting from soil erosion.

4(d) Open Burning. If project activities include the burning of construction or demolition material, this activity must meet the requirements under 9 VAC 5-40-5600 et seq. of the Regulations for open burning, and it may require a permit. The Regulations provide for, but do not require, the local adoption of a model ordinance concerning open burning. The MWAA should contact Arlington County officials to determine what local requirements, if any, exist.

5. Solid and Hazardous Wastes and Hazardous Materials. The EA (page 18) finds that the proposal would not generate solid waste that would affect the current solid waste handling program at DCA. Furthermore, any hazardous material encountered would be disposed of in accordance with applicable laws and regulations (EA, page 20).

5(a) Findings. DEQ's Waste Division staff determined that both solid and hazardous waste issues and sites were addressed in the report. The text indicates that a search of waste-related data bases was conducted, but the report contains no listing of databases checked. A GIS database search did not reveal any waste sites within a half mile radius that would impact or be impacted by the subject site.

The Waste Division staff performed a cursory review of its data files and determined that there are a number of solid waste, hazardous waste and voluntary remediation program (VRP) sites located within the same zip code at DCR. However the proximity of these sites to the subject site is unknown.

5(b) Resource Conservation and Recovery Act. Resource Conservation and Recovery Act (RCRA)/Hazardous Waste (HW) Sites identified by the Waste Division in 2006 include:

- Pentagon Industrial Complex (VA2210090021 LQG (Active))
- WMATA Four Mile Run (VAD981112022 LQG (Active))

5(c) Solid Waste Facilities. Nearby solid waste facilities identified in 2006 include the following:

- US Department of Defense-Pentagon Energy Recovery/Incineration Facility (PBR 197)
- Arlington County Refuse Transfer Station (SWP 383)

5(d) Voluntary Remediation Program. The Voluntary Remediation Program encourages the cleanup of hazardous substances by property owners that might not otherwise take place. When the remediation is satisfactorily completed, DEQ issues a "certification of satisfactory completion of remediation." This certification provides assurance that the remediated site will not later become the subject of a DEQ enforcement action unless new issues are discovered.

- Arlington Industrial Property-North Tract, Enrolled in Program (VRP00334)
- Arlington Ridge Shopping Center, Enrolled in Program (VRP00463)
- SEI-Arlington Acquisition Corp. Site, Certificate Issued (VRP00152)
- North Tract Lofts, Eligibility Established (VRP00480)

5(e) Formerly Used Defense Sites. According to DEQ files, nearby Formerly Used Defense Site (FUDS) designated as Washington National Airport (CO3VA0057) consisted of personnel housing, warehouses, hangers, terminal operations building, Post Engineer Office, and a crash truck station.

Between 1942 and 1944, the United States acquired the use of approximately 36.94 acres at the Washington National Airport for Army use. The disposal of approximately 30.48 acres occurred in 1962. This acreage was transferred to the FAA.

In 1992, the US Army Corps of Engineers determined that this FUDS provided "...no evidence of hazardous or unsafe conditions resulting from DOD use; therefore, we recommend No Further Action."

The location of the referenced FUDS is contiguous to Runway 4-22. According to the DOD, "The Washington National Airport site appears to be free of any physical or environmental hazards resulting from DOD usage. Therefore, no further action is required." DEQ has not conducted an investigation to either support or contradict this DOD assertion.

5(f) Waste Management. Any soil that is suspected of contamination or wastes that are generated during construction-related activities must be tested and disposed of in accordance with applicable Federal, State, and local laws and regulations.

5(g) Asbestos-containing Material and Lead-based Paint. All structures being demolished, renovated, or removed, should be checked for asbestos-containing materials (ACM) and lead-based paint prior to demolition. If ACM or LBP are found, in addition to the federal waste-related regulations mentioned above, State regulations 9VAC 20-80-640 for ACM and 9VAC 20-60-261 for LBP must be followed.

5(h) Recommendation. The following websites may prove helpful in locating additional information for these facilities using the above identification numbers:

- <http://www.epa.gov/superfund/sites/cursites/index.htm> or
- http://oaspub.epa.gov/enviro/ef_home2.waste.

If you have any other questions or need further information, please contact Paul Kohler at (804) 698-4208.

5(i) Pollution Prevention. DEQ encourages all construction projects and facilities to implement pollution prevention principles, including the reduction, reuse, and recycling of all solid wastes generated. All generation of hazardous wastes should be minimized and handled appropriately.

6. Pesticides. DEQ recommends that the use of herbicides or pesticides for construction or landscape maintenance should be in accordance with the principles of integrated pest management. The least toxic pesticides that are effective in controlling the target species should be used. Please contact the Department of Agriculture and Consumer Services at (804) 786-3501 for more information.

7. Natural Heritage Resources. According to the EA (page 15), there are no natural communities or wildlife habitat at the project site; therefore, document concludes that the project would not have an impact on plant communities and wildlife habitat.

7(a) Agency Jurisdiction The mission of the Virginia Department of Conservation and Recreation is to conserve Virginia's natural and recreational resources. DCR supports a variety of environmental programs organized within seven divisions including the Division of Natural Heritage. The Natural Heritage Program's (DCR-DNH) mission is conserving Virginia's biodiversity through inventory, protection, and stewardship. The Virginia Natural Area Preserves Act, 10.1-209 through 217 of the Code of Virginia, was passed in 1989 and codified DCR's powers and duties related to statewide biological inventory: maintaining a statewide database for conservation planning and project

review, land protection for the conservation of biodiversity, and the protection and ecological management of natural heritage resources (the habitats of rare, threatened, and endangered species, significant natural communities, geologic sites, and other natural features).

7(b) Finding. DCR-DNH searched its Biotics Data System for occurrences of natural heritage resources in the project area. Biotics documents the presence of natural heritage resources in the project area. However, due to the scope of the activity and the distance to the resources, DCR-DNH does not anticipate that future redevelopment of these properties would adversely impact these natural heritage resources.

7(c) State-listed Plant and Insect Species. The Endangered Plant and Insect Species Act of 1979, Chapter 39 §3.1-1020 through 1030 of the Code of Virginia, as amended, authorizes the Virginia Department of Agriculture and Consumer Services (VDACS) to conserve, protect, and manage endangered and threatened species of plants and insects. The VDACS Virginia Endangered Plant and Insect Species Program personnel cooperates with the U.S. Fish and Wildlife Service (USFWS), DCR-DNH and other agencies and organizations on the recovery, protection or conservation of listed threatened or endangered species and designated plant and insect species that are rare throughout their worldwide ranges. In those instances where recovery plans, developed by USFWS, are available, adherence to the order and tasks outlined in the plans are followed to the extent possible.

Under a Memorandum of Agreement established between VDACS and DCR, DCR represents VDACS in comments regarding potential impacts on State-listed threatened and endangered plant and insect species. DCR finds that the current activity will not affect any documented State-listed plants or insects.

7(d) State Natural Area Preserves. DCR files do not indicate the presence of any State Natural Area Preserves under the agency's jurisdiction in the project vicinity.

7(e) Recommendation. Contact DCR-DNH, Rene Hypes at (804) 371-2708 for an update on natural heritage information if a significant amount of time passes before the project is initiated since new and updated information is continually added to Biotics.

8. Wildlife Resources and Protected Species. According to the EA (page 15), there are no known federal- or state-listed endangered or threatened species or designated critical habitat within the project area. Therefore, the document asserts that the proposed project will not have an impact on any known or suspected threatened or endangered species or designated critical habitat.

8(a) Agency Jurisdiction. DGIF, as the Commonwealth's wildlife and freshwater fish management agency, exercises enforcement and regulatory jurisdiction over wildlife and freshwater fish, including state or federally listed endangered or threatened species, but excluding listed insects (*Virginia Code* Title 29.1). The DGIF is a consulting agency under the U.S. Fish and Wildlife Coordination Act (16 U.S.C. sections 661 *et seq.*), and provides environmental analysis of projects or permit applications coordinated through DEQ and several other state and federal agencies. DGIF determines likely impacts upon fish and wildlife resources and habitat, and recommends appropriate measures to avoid, reduce, or compensate for those impacts.

8(b) Findings. According to DGIF records, Fourmile Run and the Potomac River have been designated Confirmed Anadromous Fish Use Areas. DGIF has not documented any listed wildlife resources in the project area

8(c) Conclusions. DGIF does not anticipate adverse impacts upon wildlife resources as a result of the proposed work. Based on the information provided, DGIF concludes that no impacts upon Fourmile Run and the Potomac River are proposed. DGIF indicates that the proposal is consistent with the fisheries management enforceable policy of the Virginia Coastal Resources Management Program, assuming strict erosion and sediment controls would be in place should ground disturbance become part of the project scope.

Contact Amy Ewing, DGIF at (804) 367-2733, for additional information regarding these comments.

9. Historic Structures and Archaeological Resources. According to the EA (page 14), identified historic resources at the airport would not be impacted by the proposed action.

9(a) Agency Jurisdiction. The Department of Historic Resources (DHR) conducts reviews of projects to determine their effect on historic structures or cultural resources under its jurisdiction. DHR, as the designated State's Historic Preservation Office, ensures that federal actions comply with Section 106 of the National Historic Preservation Act of 1962 (NHPA), as amended, and its implementing regulation at 36 CFR Part 800. The NHPA requires federal agencies to consider the effects of federal projects on properties that are listed or eligible for listing on the National Register of Historic Places. Section 106 also applies if there are any federal involvements, such as licenses, permits, approvals or funding.

9(b) Finding. According to DHR, the proposed activities do not have the potential to affect historic properties. Therefore, the proposal does not constitute an undertaking subject to Section 106 of the NHPA.

For additional information, contact Roger Kirchen, DHR at (804) 367-2323, ext. 153.

10. Aviation Impacts. The Virginia Department of Aviation reviewed the EA and does not have any comments regarding the proposal.

For additional information, contact R.N. (Rusty) Harrington, DoAv at (804) 236-3624.

11. Pollution Prevention. DEQ advocates that principles of pollution prevention be used in all construction projects as well as in facility operations. Effective siting, planning, and on-site Best Management Practices (BMPs) will help to ensure that environmental impacts are minimized. However, pollution prevention techniques also include decisions related to construction materials, design, and operational procedures that will facilitate the reduction of wastes at the source. We have several pollution prevention recommendations that may be helpful in the construction of this project and in the operation of the airport:

- Consider development of an effective Environmental Management System (EMS). An effective EMS will ensure that the airport is committed to minimizing its environmental impacts, setting environmental goals, and achieving improvements in its environmental performance. DEQ offers EMS development assistance and it recognizes facilities with effective Environmental Management Systems through its Virginia Environmental Excellence Program.
- Consider environmental attributes when purchasing materials. For example, the extent of recycled material content, toxicity level, and amount of packaging should be considered and can be specified in purchasing contracts.
- Consider contractors' commitment to the environment (such as an EMS) when choosing contractors. Specifications regarding raw materials and construction practices can be included in contract documents and requests for proposals.
- Choose sustainable materials and practices for infrastructure construction and design. These could include asphalt and concrete containing recycled materials, and integrated pest management in landscaping, among other things.
- Integrate pollution prevention techniques into the airport maintenance and operation, to include the following: inventory control (record-keeping and centralized storage for hazardous materials), product substitution (use of non-toxic cleaners), and source reduction (fixing leaks, energy-efficient HVAC and equipment). Maintenance facilities should be designed with sufficient and suitable space to allow for effective inventory control and preventative maintenance.

DEQ's Office of Pollution Prevention provides information and technical assistance relating to pollution prevention techniques and EMS. For more information, contact DEQ's Office of Pollution Prevention, Tom Griffin at (804) 698-4545.

12. Federal Consistency under the Coastal Zone Management Act

Pursuant to the Coastal Zone Management Act of 1972, as amended, activities requiring a federal permit, license, approval, or receiving federal funding assistance located inside or outside of Virginia's designated coastal management area that can have reasonably foreseeable effects on coastal resources or coastal uses must be implemented in a manner consistent with the Virginia Coastal Resources Management Program (VCP). The VCP consists of a network of programs administered by several agencies. The DEQ coordinates the review of federal consistency certifications with agencies administering the Enforceable and Advisory Policies of the VCP.

In accordance with CFR 930 Subpart D § 930.60, DEQ's six-month review period of an applicant's consistency certification begins on the date DEQ receives a consistency certification required by § 930.57 and all the necessary data and information required by § 930.58(a). In accordance with provisions of § 930.62(a), at the earliest practicable time, DEQ shall notify the Federal agency and the applicant whether the State concurs with or objects to a consistency certification. If DEQ has not issued a decision within three months following commencement of the review, it shall notify the applicant and the Federal agency of the status of the matter and the basis for further delay (§ 930.62(b)). Concurrence shall be conclusively presumed if the DEQ's response is not received within six months following commencement of the review (§ 930.62(a)).

The EA (Attachment A) includes a consistency certification listing the enforceable policies of the VCP. Based on the information provided in the EA, and the comments of reviewing agencies, we concur that the proposed activity is consistent with the Virginia Coastal Resources Management Program, provided the MWAA complies with all requirements of applicable permits and other authorizations that may be required.

REGULATORY AND COORDINATION NEEDS

1. Erosion and Sediment Control and Stormwater Management.

1(a) Erosion and Sediment Control and Stormwater Management. The MWAA must ensure that it is in compliance with Virginia's Erosion and Sediment Control Law (Virginia Code 10.1-567) and regulations (4 VAC 50-30-30 et seq.) and Stormwater Management Law (Virginia Code 10.1-603.5) and regulations (4 VAC 3-20-210 et seq.). MWAA must submit a site-specific erosion and sediment control (ESC) plan to Arlington County for review and approval pursuant to the local ESC ordinances. Note that dependent on local requirements, a separate stormwater management (SWM) plan may be required for this project.

3(b) Virginia Stormwater Management Program General Permit for Stormwater Discharges from Construction Activities. For projects involving land-disturbing

activities 2,500 square feet or more in Chesapeake Bay Preservation localities, the MWAA is required to apply for registration coverage under the Virginia Stormwater Management Program General Permit for Discharges of Stormwater from Construction Activities. Specific questions regarding the Stormwater Management Program requirements should be directed to Holly Sepety, DCR, at (804) 225-2613.

2. Chesapeake Bay Preservation Areas. This proposed action is subject to the general performance criteria (9 VAC 10-20-120 et seq.) designated pursuant to the Chesapeake Bay Preservation Area Designation and Management Regulations, including erosion and sediment control requirements contained in the Regulations (4 VAC 50-30-30 et seq.). For additional information, contact Daniel Moore, DCR-DCBLA, at (804) 786-1518.

3. Air Quality Regulations. This project may be subject to air regulations administered by the Department of Environmental Quality. The following sections of Virginia Administrative Code are applicable:

- 9 VAC 5-40-5490 et seq. for the use of "cut back" asphalt;
- 9 VAC 5-50-60 et seq. governing fugitive dust emissions; and
- 9 VAC 5-40-5600 et seq., for open burning.

For more information contact Terry Darton, DEQ Northern Regional Office, (703) 583-3845. Also, contact local officials for information on any local requirements pertaining to open burning.

4. Solid and Hazardous Wastes. All solid waste, hazardous waste, and hazardous materials must be managed in accordance with all applicable federal, state, and local environmental regulations. Some of the applicable state laws and regulations are:

- Virginia Waste Management Act (Code of Virginia Section 10.1-1400 *et seq.*);
- Virginia Hazardous Waste Management Regulations (VHWMR) (9VAC 20-60);
- Virginia Solid Waste Management Regulations (VSWMR) (9VAC 20-80); and
- Virginia Regulations for the Transportation of Hazardous Materials (9VAC 20-110).

Some of the applicable Federal laws and regulations are:

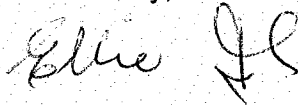
- Resource Conservation and Recovery Act (RCRA) (42 U.S.C. Section 6901 *et seq.*);
- Title 40 of the Code of Federal Regulations; and
- U.S. Department of Transportation Rules for Transportation of Hazardous materials (49 CFR Part 107).

4(a) Asbestos-Containing Material. It is the responsibility of the owner or operator of a renovation or demolition activity, prior to the commencement of the renovation or demolition, to thoroughly inspect the affected part of the facility where the operation will occur for the presence of asbestos, including Category I and Category II nonfriable asbestos containing material (ACM). Upon classification as friable or non-friable, all waste ACM shall be disposed of in accordance with the Virginia Solid Waste Management Regulations (9 VAC 20-80-640), and transported in accordance with the Virginia regulations governing Transportation of Hazardous Materials (9 VAC 20-110-10 et seq.). Contact the DEQ Waste Management Program for additional information, (804) 698-4021, and the Department of Labor and Industry, Ronald L. Graham at (804) 371-0444.

4(b) Lead-Based Paint. If applicable, the proposed project must comply with the U.S. Department of Labor, Occupational Safety and Health Administration (OSHA) regulations, and with the Virginia Lead-Based Paint Activities Rules and Regulations. For additional information regarding these requirements contact the Department of Professional and Occupational Regulation, David Dick at (804) 367-8588.

Thank you for the opportunity to review the Draft Form "C" (Short Form Environmental Assessment) and Federal Consistency Certification for the Runway 4-22 Modifications at Ronald Reagan Washington National Airport in Arlington County. Detailed comments of reviewing agencies are attached for your review. Please contact me at (804) 698-4325 or John Fisher at (804) 698-4339 for clarification of these comments.

Sincerely,



Ellie Irons, Manager
Office of Environmental Impact Review

Enclosures

cc: John Bowden, DEQ-NRO
Paul Kohler, DEQ-ORP
Tony Watkinson, VMRC
Amy Ewing, DGIF
Ethel Eaton, DHR
R.N. (Rusty) Harrington, DoAv
Ron Carlee, Arlington County
James K. Hartmann, City of Alexandria
G. Mark Gibb, Northern Virginia Regional Commission
Jennifer Mendelsohn, FAA
Charles Baummer, MWAA

Bowden, John

From: Bowden, John
Sent: Friday, January 04, 2008 9:34 AM
To: Fisher, John
Subject: Consistency Certification #07-221F

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NRO comments regarding the Runway 4-22 Modification at Ronald Reagan Washington National Airport project sponsored by the USDOT/Federal Aviation Administration are as follows:

After a page by page review of the material presented, it appears that this project will have no impact on programs administered by the Northern Regional Office and that they will comply with all environmental laws, regulations, and procedures as required.

John D. Bowden
Deputy Regional Director
Department of Environmental Quality
Northern Virginia Regional Office
(703) 583-3880
jdbowden@deq.virginia.gov

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If you cannot meet the deadline, please notify JOHN FISHER at 804/698-4339 prior to the date given. Arrangements will be made to extend the date for your review if possible. An agency will not be considered to have reviewed a document if no comments are received (or contact is made) within the period specified.

REVIEW INSTRUCTIONS:

- A. Please review the document carefully. If the proposal has been reviewed earlier (i.e. if the document is a federal Final EIS or a state supplement), please consider whether your earlier comments have been adequately addressed.
- B. Prepare your agency's comments in a form which would be acceptable for responding directly to a project proponent agency.
- C. Use your agency stationery or the space below for your comments. **IF YOU USE THE SPACE BELOW, THE FORM MUST BE SIGNED AND DATED.**

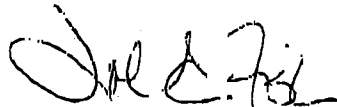
Please return your comments to:

MR. JOHN E. FISHER
DEPARTMENT OF ENVIRONMENTAL QUALITY
OFFICE OF ENVIRONMENTAL IMPACT REVIEW
629 EAST MAIN STREET, SIXTH FLOOR
RICHMOND, VA 23219
FAX #804/698-4319
jefisher@deq.virginia.gov

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JOHN E. FISHER
ENVIRONMENTAL PROGRAM PLANNER

COMMENTS

Please be advised that the Marine Resources Commission, pursuant to Section 28.2-1204 of the Code of Virginia, has jurisdiction over any encroachments in, on, or over any State-owned rivers, streams, or creeks in the Commonwealth. Accordingly, if any portion of the subject projects involves any encroachments channelward of ordinary high water along natural rivers and streams, a permit may be required from our agency.

(signed) *J. A. Sully* (date) 12/17/07
(title) Environmental Engineer
(agency) UMRC

PROJECT # 07-221F

4/07

L. Preston Bryant, Jr.
Secretary of Natural Resources



Joseph H. Maroon
Director

COMMONWEALTH of VIRGINIA
DEPARTMENT OF CONSERVATION AND RECREATION

203 Governor Street
Richmond, Virginia 23219-2010
(804) 786-6124

MEMORANDUM

DATE: January 11, 2007
TO: John Fisher, DEQ
FROM: Robert S. Munson, Planning Bureau Manager, DCR-DPRR *Robert S. Munson*
SUBJECT: DEQ 07-221F; USDOT/FAA Runway 4-22 Modification at Ronald Reagan Washington National Airport

Division of Natural Heritage

The Department of Conservation and Recreation's Division of Natural Heritage (DCR) has searched its Biotics Data System for occurrences of natural heritage resources from the area outlined on the submitted map. Natural heritage resources are defined as the habitat of rare, threatened, or endangered plant and animal species, unique or exemplary natural communities, and significant geologic formations.

Biotics documents the presence of natural heritage resources in the project area. However, due to the scope of the activity and the distance to the resources, we do not anticipate that this project will adversely impact these natural heritage resources.

Under a Memorandum of Agreement established between the Virginia Department of Agriculture and Consumer Services (VDACS) and the Virginia Department of Conservation and Recreation (DCR), DCR represents VDACS in comments regarding potential impacts on state-listed threatened and endangered plant and insect species. The current activity will not affect any documented state-listed plants or insects.

In addition, our files do not indicate the presence of any State Natural Area Preserves under DCR's jurisdiction in the project vicinity.

New and updated information is continually added to Biotics. Please contact DCR for an update on this natural heritage information if a significant amount of time passes before it is utilized.

The Virginia Department of Game and Inland Fisheries maintains a database of wildlife locations, including threatened and endangered species, trout streams, and anadromous fish waters, that may contain information not documented in this letter. Their database may be accessed from www.dgif.virginia.gov/wildlifeinfo_map/index.html, or contact Shirl Dressler at (804) 367-6913.

Division of the Chesapeake Bay Local Assistance

Division of Soil and Water

Projects involving land-disturbing activities equal to or greater than 10,000 square feet, or equal to or greater than 2,500 square feet in all areas subject to the Chesapeake Bay Preservation Act, must comply with the Virginia Erosion and Sediment Control Law and all applicable regulations adopted in accordance with that law. Projects involving land-disturbing activities equal to or greater than one acre, or equal to or greater than 2,500 square feet in all areas of the jurisdictions designated as subject to the Chesapeake Bay Preservation Area Designation and Management Regulations adopted pursuant to the Chesapeake Bay Preservation Act, must comply with the Virginia Stormwater Management Act and the Virginia Stormwater Management Program (VSMP) Permit Regulations adopted in accordance with the Act. If you have project specific questions please contact the Virginia Department of Conservation and Recreation Warrenton Regional Office at (540) 347-6420.

Virginia Erosion and Sediment Control Law and Regulations:

http://www.dcr.virginia.gov/soil_&_water/documents/eslawrgs.pdf

Virginia Stormwater Management Act:

http://www.dcr.virginia.gov/soil_&_water/documents/vaswmlaw.pdf

Virginia Stormwater Management Program (VSMP) Permit Regulations:

http://www.dcr.virginia.gov/soil_&_water/documents/vaswmregs.pdf

Virginia Stormwater Program Permits

http://www.dcr.virginia.gov/soil_&_water/vsmp.shtml

The remaining DCR divisions have no comments regarding the scope of this project. Thank you for the opportunity to comment.

L. Preston Bryant, Jr.
Secretary of Natural
Resources



Joseph H. Maroon
Director

COMMONWEALTH of VIRGINIA
DEPARTMENT OF CONSERVATION AND RECREATION

DIVISION OF CHESAPEAKE BAY LOCAL ASSISTANCE

101 N. 14th Street, 17th Floor
Richmond, VA 23219
1-800-243-7229
FAX (804) 225-3447

MEMORANDUM

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JAN 17 2008

**DEQ-Office of Environmental
Impact Review**

TO: Robbie Rhur, DCR Environmental Planner

FROM: Daniel Moore, Principal Environmental Planner, DCBLA

DATE: January 17, 2008

SUBJECT: DEQ 07-221F US DOT/FAA, Runway 4-22 Modifications Ronald Reagan Washington National Airport, Arlington County Virginia

We have reviewed your Environmental Assessment (EA) of December 12, 2007 relative to the above-referenced project and have the following comments:

All proposed land disturbance, clearing, or grading related to activity proposed in any Environmental Assessment (EA) must comply with the *Chesapeake Bay Preservation Area Designation and Management Regulations* as enforced through locally adopted Chesapeake Bay Preservation Area (CBPA) ordinances.

The construction, installation, and maintenance of water, sewer, natural gas, underground telecommunication and cable television lines (or, on the case in question, electrical conduit for parking lot lighting) owned or permitted by a local government or regional service authority is permitted within the RPA provided that the encroachment is the minimum necessary, no more land is disturbed than is necessary to accommodate the installation, all applicable state and federal permits for the installation are obtained, the installation takes place in a manner that protects water quality, and any land disturbance exceeding an area of 2,500 square feet complies with the erosion and sediment control requirements contained in the Regulations.

Provided adherence to the above requirements, the project would be consistent with the *Chesapeake Bay Preservation Act*, an enforceable program under the Coastal Zone Management Act, and *Chesapeake Bay Preservation Area Designation and Management Regulations*.

DEPARTMENT OF ENVIRONMENTAL QUALITY
DIVISION OF AIR PROGRAM COORDINATION

ENVIRONMENTAL REVIEW COMMENTS APPLICABLE TO AIR QUALITY

TO: John E. Fisher

DEQ - OEIA PROJECT NUMBER: 07- 221F

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PROJECT TYPE: STATE EA / EIR FEDERAL EA / EIS SCC

DEC 26 2007

CONSISTENCY CERTIFICATION

PROJECT TITLE: RUNWAY 4 - 22 MODIFICATIONS AT RONALD REAGAN WASHINGTON NATIONAL AIRPORT

DEQ-Office of Environmental
Impact Review

PROJECT SPONSOR: USDOT / FEDERAL AVIATION ADMINISTRATION

PROJECT LOCATION: OZONE NON ATTAINMENT AREA

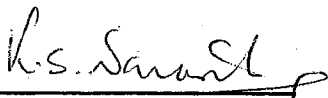
REGULATORY REQUIREMENTS MAY BE APPLICABLE TO: CONSTRUCTION
 OPERATION

STATE AIR POLLUTION CONTROL BOARD REGULATIONS THAT MAY APPLY:

1. 9 VAC 5-40-5200 C & 9 VAC 5-40-5220 E - STAGE I
2. 9 VAC 5-40-5200 C & 9 VAC 5-40-5220 F - STAGE II Vapor Recovery
3. 9 VAC 5-40-5490 et seq. - Asphalt Paving operations
4. **9 VAC 5-40-5600 et seq. - Open Burning**
5. **9 VAC 5-50-60 et seq. Fugitive Dust Emissions**
6. 9 VAC 5-50-130 et seq. - Odorous Emissions; Applicable to _____
7. 9 VAC 5-50-160 et seq. - Standards of Performance for Toxic Pollutants
8. 9 VAC 5-50-400 Subpart _____, Standards of Performance for New Stationary Sources, designates standards of performance for the _____
9. 9 VAC 5-80-10 et seq. of the regulations - Permits for Stationary Sources
10. 9 VAC 5-80-1700 et seq. Of the regulations - Major or Modified Sources located in PSD areas. This rule may be applicable to the _____
11. 9 VAC 5-80-2000 et seq. of the regulations - New and modified sources located in non-attainment areas
12. 9 VAC 5-80-800 et seq. Of the regulations - Operating Permits and exemptions. This rule may be applicable to _____

COMMENTS SPECIFIC TO THE PROJECT:

Being in an area of ozone non-attainment, all precautions are necessary to restrict the emissions of volatile organic compounds (VOC) and oxides of nitrogen (NO_x) during construction.



(Kotur S. Narasimhan)
Office of Air Data Analysis

DATE: December 26, 2007



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MEMORANDUM

TO: John Fisher, Environmental Program Planner
JWF
FROM: Paul Kohler, Waste Division Environmental Review Coordinator
DATE: January 11, 2008
COPIES: Sanjay Thirunagari, Waste Division Environmental Review Manager; file
SUBJECT: Environmental Impact Report: Runway 4-22 Modifications at Ronald Reagan Washington National Airport; 07-221F

The Waste Division has completed its review of the Environmental Impact report for the Runway 4-22 Modifications at Ronald Reagan Washington National Airport project in Arlington County, Virginia. We have the following comments concerning the waste issues associated with this project:

Both solid and hazardous waste issues were addressed in the report. The text indicates that a search of waste-related data bases was conducted, but the report contains no listing of databases checked. A GIS database search did not reveal any waste sites within a half mile radius that would impact or be impacted by the subject site. The Waste Division staff performed a cursory review of its data files and determined that there are a number of solid waste, hazardous waste and voluntary remediation program (VRP) sites located within the same zip code, however the proximity of these sites to the subject site are unknown. These are as follows.

Hazardous waste

Pentagon Industrial Complex, VA2210090021 LQG (Active)
WMATA Four Mile Run, VAD981112022 LQG (Active)

Solid waste

US Department of Defense - Pentagon, PBR 197, Energy Recovery/Incineration Facility
Arlington County Refuse Transfer Station, SWP 383, Transfer Station

Formerly Used Defense Sites (FUDS)

C03VA0057 VA9799F1570, Washington National Airport, Alexandria, VA

VRP

VRP00334, Arlington Industrial Property - North Tract, Enrolled in Program
VRP00463, Arlington Ridge Shopping Center, Enrolled in Program
VRP00152, SEI-Arlington Acquisition Corp. Site, Certificate Issued
VRP00480, North Tract Lofts, Eligibility Established

The following websites may prove helpful in locating additional information for these identification numbers: <http://www.epa.gov/superfund/sites/cursites/index.htm> or http://oaspub.epa.gov/enviro/ef_home2.waste. Eric Salopek of DEQ's Federal Facilities Program was contacted for his review of this determination and his response is attached.

Any soil that is suspected of contamination or wastes that are generated during construction-related activities must be tested and disposed of in accordance with applicable Federal, State, and local laws and regulations. Some of the applicable state laws and regulations are: Virginia Waste Management Act, Code of Virginia Section 10.1-1400 *et seq.*; Virginia Hazardous Waste Management Regulations (VHWMR) (9VAC 20-60); Virginia Solid Waste Management Regulations (VSWMR) (9VAC 20-80); Virginia Regulations for the Transportation of Hazardous Materials (9VAC 20-110). Some of the applicable Federal laws and regulations are: the Resource Conservation and Recovery Act (RCRA), 42 U.S.C. Section 6901 *et seq.*, and the applicable regulations contained in Title 40 of the Code of Federal Regulations; and the U.S. Department of Transportation Rules for Transportation of Hazardous materials, 49 CFR Part 107.

Also, all structures being demolished/renovated/ removed should be checked for asbestos-containing materials (ACM) and lead-based paint prior to demolition. If ACM or LBP are found, in addition to the federal waste-related regulations mentioned above, State regulations 9VAC 20-80-640 for ACM and 9VAC 20-60-261 for LBP must be followed.

Please note that DEQ encourages all construction projects and facilities to implement pollution prevention principles, including the reduction, reuse, and recycling of all solid wastes generated. All generation of hazardous wastes should be minimized and handled appropriately.

If you have any questions or need further information, please contact Paul Kohler at (804) 698-4208.



DIVISION OF WASTE PROGRAM
COORDINATION

OFFICE OF REMEDIATION PROGRAMS

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DEQ-Office of Environmental
Impact Review

MEMORANDUM

TO: John Fisher, OEIR

FROM: Eric J. Salopek, ORP

DATE: January 11, 2008

COPY: Paul Kohler, OWTS

SUBJECT: EIR – “Runway 4-22 Modifications at Ronald Reagan Washington National Airport”

The purpose of this memorandum is to provide comments to your office on the referenced EIR with regard to the nearby Formerly Used Defense Site (FUDS) designated as Washington National Airport (CO3VA0057). According to our files, the referenced FUDS consisted of personnel housing, warehouses, hangers, terminal operations building, Post Engineer Office, and a crash truck station.

Between 1942 and 1944, the United States acquired the use of approximately 36.94 acres at the Washington National Airport for Army use. The disposal of approximately 30.48 acres occurred in 1962. This acreage was transferred to the CAA (now FAA).

In 1992, the USACE determined that this FUDS provided “...no evidence of hazardous or unsafe conditions resulting from DoD use; therefore, we recommend No Further Action.”

The location of the referenced FUDS is contiguous to Runway 4-22. According to the DoD, “The Washington National Airport site appears to be free of any physical or environmental hazards resulting from DoD usage. Therefore, no further action is required.” With that stated, please be aware that our office has not conducted an investigation to either support or contradict this DoD assertion.

Fisher,John

From: Ewing, Amy (DGIF)
Sent: Tuesday, January 15, 2008 9:50 AM
To: Fisher,John.
Subject: ESSLog# 22524_07-221F_Runway 4-22 Modification at Ronald Reagan Washington National Airport

We have reviewed the subject EA and Consistency Determination for proposed improvements to Runway 4-22.

According to our records, Fourmile Run and the Potomac River have been designated Confirmed Anadromous Fish Use Areas. Based on the information provided, no impacts upon these waters are pro[posed]. Assuming strict erosion and sediment controls will be in place if ground disturbance becomes part of the project scope, we find this project consistent with the Fisheries Section of the Coastal Zone Management Act.

We do not document any listed wildlife resources from the project area and therefore do not anticipate adverse impacts upon such resources as a result of the proposed work.

Thank you.

Amy M. Ewing
Environmental Services Biologist
Virginia Dept. of Game and Inland Fisheries
4010 West Broad Street
Richmond, VA 23230
804-367-2211
amy.ewing@dgif.virginia.gov

1/15/2008

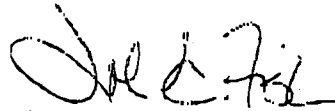
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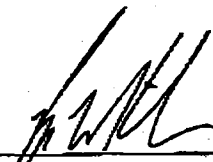
→ MR. JOHN E. FISHER
DEPARTMENT OF ENVIRONMENTAL QUALITY
OFFICE OF ENVIRONMENTAL IMPACT REVIEW
629 EAST MAIN STREET, SIXTH FLOOR
RICHMOND, VA 23219
FAX #804/698-4319
jefisher@deq.virginia.gov



JOHN E. FISHER
ENVIRONMENTAL PROGRAM PLANNER

COMMENTS

The proposed activities do not have the potential to affect historic properties and therefore do not constitute an undertaking subject to Section 106 of the National Historic Preservation Act.

(signed)  (date) 12-28-07
(title) ARCHAEOLOGIST
(agency) DHR (FILE # 2007-1849)

PROJECT # 07-221F

4/07



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Impact Review

COMMONWEALTH of VIRGINIA

Randall P Burdette
Director

Department of Aviation
5702 Gulfstream Road
Richmond, Virginia 23250-2422

V/TDD • (804) 236-3624
FAX • (804) 236-3635

January 4, 2008

Mr. John E. Fisher
Department of Environmental Quality
Office of Environmental Impact Review
629 East Main Street, 6th Floor
Richmond, Virginia 23219

**Re: Runway 4-22 Modifications at Ronald Reagan Washington National Airport
Short Form EA (Form C)/ Consistency Certification**

Dear Mr. Fisher:

Thank you for requesting our comments on the Project concerning Runway 4-22
Modifications at Ronald Reagan National Airport.

The Virginia Department of Aviation has reviewed the document and does not have any
comments concerning this project at this time. From our review of the document as presented,
the project should have no direct impact. The Department of Aviation appreciates the
opportunity to comment on this project.

Sincerely,

R. N. (Rusty) Harrington
Manager, Planning and Environmental Section
Airport Services Division

tbm/

