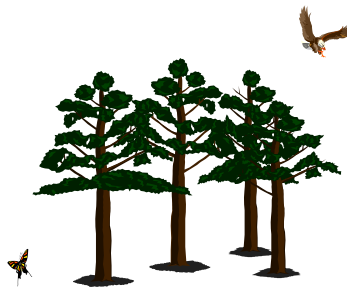




FEDERAL AVIATION ADMINISTRATION

AIRPORTS DIVISION

**Short Environmental
Assessment Form
for
AIRPORT DEVELOPMENT
PROJECTS**



Airport Name: Detroit Metropolitan Wayne County Airport Identifier: DTW

Project Title: Hillwood FedEx Distribution Facility

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

Stephanie R. Swann
Responsible FAA Official

May 12, 2022
Date

INSTRUCTIONS

THIS FORM IS FOR LIMITED USE ON SPECIFIC TYPES OF PROJECTS. AIRPORT SPONSORS MUST CONTACT YOUR LOCAL AIRPORTS DISTRICT OFFICE (ADO) ENVIRONMENTAL PROTECTION SPECIALIST (EPS) BEFORE COMPLETING THIS FORM.

This form was prepared by FAA Eastern Region Airports Division and is being used by the Great Lakes Region Detroit Airports District Office, in coordination with Regional Airports General Counsel.

Introduction: This Short Environmental Assessment (EA), is based upon the guidance in Federal Aviation Administration (FAA) Orders 1050.1F – *Environmental Impacts: Policies and Procedures*, and the *Environmental Desk Reference for Airport Actions* and 5050.4B – *NEPA Implementing Instructions for Airport Actions*. These orders incorporate the Council on Environmental Quality's (CEQ) regulations for implementing the National Environmental Policy Act (NEPA), as well as US Department of Transportation environmental regulations, and other applicable federal statutes and regulations designed to protect the Nation's natural, historic, cultural, and archeological resources. The information provided by sponsors, with potential assistance from consultants, through the use of this form enables the FAA ADO offices to evaluate compliance with NEPA and the applicable special purpose laws.

Use: For situations in which this form may be considered, refer to the APPLICABILITY Section below. The local ADO has the final determination in the applicability of this form to a proposed Federal Action. Proper completion of the Form will allow the FAA to determine whether the proposed airport development project can be processed with a short EA, or whether a more detailed EA or EIS must be prepared. **If you have any questions on whether use of this form is appropriate for your project, or what information to provide, we recommend that you contact the environmental specialist in your local ADO.**

This Form is to be used in conjunction with applicable Orders, laws, and guidance documents, and in consultation with the appropriate resource agencies. Sponsors and their consultants should review the requirements of special purpose laws (See 5050.4B, Table 1-1 for a summary of applicable laws). Sufficient documentation is necessary to enable the FAA to assure compliance with all applicable environmental requirements. Accordingly, any required consultations, findings or determinations by federal and state agencies, or tribal governments, are to be coordinated, and completed if necessary, prior to submitting this form to FAA for review. Coordination with Tribal governments must be conducted through the FAA. We encourage sponsors to begin coordination with these entities as early as possible to provide for sufficient review time. Complete information will help FAA expedite its review. This Form meets the intent of a short EA while satisfying the regulatory requirements of NEPA for an EA. Use of this form acknowledges that all procedural requirements of NEPA or relevant special purpose laws still apply and that this form does not provide a means for circumvention of these requirements.

Submittal: When using this form for an airport project requesting *discretionary funding*, the documentation must be submitted to the local ADO by April 30th of the fiscal year preceding the fiscal year in which funding will be requested. When using this form for an airport

project requesting *entitlement funding*, the documentation must be submitted to the local ADO by November 30th of the fiscal year in which the funding will be requested.

Availability: *An electronic version of this Short Form EA is available by contacting your local FAA ADO EPS. Other sources of environmental information including guidance and regulatory documents are available on-line at http://www.faa.gov/airports_airtraffic/airports/environmental.*

APPLICABILITY

Local ADO EPSs make the final determinations for the applicability of this form. If you have questions as to whether the use of this form is appropriate for your project, contact your local EPS BEFORE using this form. Airport sponsors can consider the use of this form if the proposed action meets either Criteria 1 or Criteria 2, 3, and 4 collectively as follows:

- 1) It is normally categorically excluded (see paragraphs 5-6.1 through 5-6.6 in FAA Order 1050.1F) but, in this instance, involves at least one, but no more than two, extraordinary circumstance(s) that may significantly impact the human environment (see paragraph 5-2 in 1050.1F and the applicable resource chapter in the 1050.1F Desk reference).
- 2) The action is one that is not specifically listed as categorically excluded or normally requires an EA at a minimum (see paragraph 506 in FAA Order 5050.4B).
- 3) The proposed action and all connected actions must be comprised of Federal Airports Program actions, including:
 - (a) Approval of a project on an Airport Layout Plan (ALP),
 - (b) Approval of Airport Improvement Program (AIP) funding for airport development,
 - (c) Requests for conveyance of government land,
 - (d) Approval of release of airport land, or
 - (e) Approval of the use of Passenger Facility Charges (PFC).
- 4) The proposed action is not expected to have impacts to more than two of the resource categories defined in the 1050.1F Desk Reference.

This form cannot be used when any of the following circumstances apply:

- 1) The proposed action, including all connected actions, requires coordination with or approval by an FAA Line of Business or Staff Office other than the Airports Division. Examples include, but are not limited to, changes to runway thresholds, changes to flight procedures, changes to NAVAIDs, review by Regional Counsel, etc.
- 2) The proposed action, including all connected actions, requires coordination with another Federal Agency outside of the FAA.
- 3) The proposed action will likely result in the need to issue a Record of Decision.

-
- 4) The proposed action requires a construction period exceeding 3 years.
 - 5) The proposed action involves substantial public controversy on environmental grounds.
 - 6) The proposed action would have impacts to, or require mitigation to offset the impacts to more than two resources¹ as defined in the 1050.1F Desk Reference.
 - 7) The proposed action would involve any of the following analyses or documentation:
 - a. The development of a Section 4(f) Report for coordination with the Department of the Interior,
 - b. The use of any Native American lands or areas of religious or cultural significance,
 - c. The project emissions exceed any applicable *de minimis* thresholds for criteria pollutants under the National Ambient Air Quality Standards, or
 - d. The project would require noise modeling with AEDT 2b (or current version).

If a project is initiated using this form and any of the preceding circumstances are found to apply, the development of this form must be terminated and a standard Environmental Assessment or Environmental Impact Statement (if applicable) must be prepared.

¹ A resource is any one of the following: Air Quality; Biological Resources (including Threatened and Endangered Species); Climate; Coastal Resources; Section 4(f); Farmlands; Hazardous Materials, Solid Waste, and Pollution Prevention; Historical, Architectural, Archaeological, and Cultural Resources; Land Use; Natural Resources and Energy Supply; Noise and Noise-Compatible Land Use; Socioeconomics; Environmental Justice; Children's Environmental Health and Safety Risks; Visual Effects; Wetlands; Floodplains; Surface Waters; Groundwater; Wild and Scenic Rivers; and Cumulative Impacts.

Complete the following information:

Project Location

Airport Name: Detroit Metropolitan Wayne County Airport Identifier: DTW
Airport Address: 11050 Rogell Drive, Building 602
City: Detroit County: Wayne State: MI Zip: 48242

Airport Sponsor Information

Point of Contact: Bryant W. Holt, C.M. – Chief Development Officer
Address: 11050 Rogell Drive, Building 602
City: Detroit State: MI Zip: 48242
Telephone: (734) 942-3745 Fax:
Email: Bryant.Holt@wcaa.us

Evaluation Form Preparer Information

Point of Contact: Carland G. Holstead, PWS
Company (if not the sponsor): Kimley-Horn and Associates, Inc.
Address: 13455 Noel Road, Two Galleria Office Tower, Suite 700
City: Dallas State: TX Zip: 75240
Telephone: 469-914-8717 Fax:
Email: carland.holstead@kimley-horn.com

1. Introduction/Background:

The Wayne County Airport Authority (WCAA) is proposing to relocate and consolidate operations of one of its cargo airline tenants, FedEx, from its current locations at 723 West Service Drive (aircraft ramp and sort operations) and 714 West Service Drive (ground support equipment (GSE) maintenance) to the southeastern corner of the Detroit Metropolitan Wayne County Airport (DTW). In addition, the FedEx facility currently located off airport property approximately 0.3 miles west of DTW will be consolidated into the relocated cargo operation on the airport. The relocated cargo facility will also include a proposed apron and new connector taxiways to existing Taxilane S1 to enable aircraft access to the proposed cargo facility. The site will require proposed drainage improvements. WCAA is pursuing drainage improvements to existing Ponds 3 and 6 to increase the capacity to accommodate future stormwater/deicing fluids from the airport property. Beyond the 71-acre site, road improvements are proposed (Superior Road and Middlebelt Road), in addition to the installation of a utility corridor. These actions together are referred to as the “proposed action” and encompass approximately 74.2 acres.

2. Proposed Project Attach a map or drawing of the area with the location(s) of the proposed project(s) identified:

The proposed relocated cargo facility will consist of constructing: 4 new buildings; new pavement for vehicle and truck parking; inbound and outbound roadway system for vehicle circulation; and aircraft apron, taxilane, and GSE parking area requiring approximately 1,476,500 square feet (sf) of new concrete paving. Construction staging and material storage for the proposed action would be located within the proposed action footprint.

Attachment A includes a drawing with the location of the proposed project.

New permanent facilities constructed as part of the proposed project would include:

- A. Aircraft Parking Apron that would accommodate seven widebody aircraft, adjacent taxiway to facilitate aircraft operations, GSE parking area (Approximately 1,476,500 sf).*
- B. Connector taxiways to connect the aircraft parking apron to existing Taxiway S1 (Approximately 281,600 sf).*
- C. Main sort facility and administration building designed to be Leadership in Energy and Environmental Design (LEED) certifiable (Approximately 249,300 sf).*
- D. GSE vehicle maintenance and wash building (Approximately 27,400 sf).*
- E. Aircraft maintenance and storage building (Approximately 30,100 sf).*
- F. Covered storage (Approximately 45,000 sf).*
- G. De-icing pump house (Approximately 7,200 sf).*
- H. Generator building (Approximately 12,900 sf).*
- I. Truck circulation and parking area with the room for approximately 90 truck positions (Approximately 455,500 sf).*
- J. Vehicle circulation and employee parking area with room for approximately 380 vehicles (Approximately 216,700 sf).*
- K. Inbound and outbound roadways for truck and vehicle circulation (Approximately 303,000 sf).*

Proposed Federal Action:

The major Federal Action includes the Unconditional Approval of the portion of the ALP that depicts the components of the proposed action and its connected actions pursuant to 49 USC 40103(b), 44718, and 47101(a)(16), and Title 14 CFR Parts 77 and 157.

FAA's Authority to Regulate Land Use & NEPA Applicability

On October 5, 2018, HR 302, the "FAA Reauthorization Act of 2018" (the Act) was signed into law (P.L. 115-254). In general, Section 163(a) limits the FAA's authority to directly or indirectly regulate an airport operator's transfer or disposal of certain types of airport land. However, Section 163(b) identifies exceptions to this general rule. The FAA retains authority:

- 1. To ensure the safe and efficient operation of aircraft or safety of people and property on the ground related to aircraft operations;*
- 2. To regulate land or a facility acquired or modified using federal funding;*
- 3. To ensure an airport owner or operator receives not less than fair market value (FMV) in the context of a commercial transaction for the use, lease, encumbrance, transfer, or disposal of land, any facilities on such land, or any portion of such land or facilities;*
- 4. To ensure that that airport owner or operator pays not more than fair market value in the context of a commercial transaction for the acquisition of land or facilities on such land;*
- 5. To enforce any terms contained in a Surplus Property Act instrument of transfer; and*
- 6. To exercise any authority contained in 49 U.S.C. § 40117, dealing with Passenger Facility Charges.*

In addition, Section 163(c) preserves the statutory revenue use restrictions regarding the use of revenues generated by the use, lease, encumbrance, transfer, or disposal of the land, as set forth in 49 U.S.C. §§ 47107(b) and 47133.

Section 163(d) of the Act limits the FAA's review and approval authority for Airport Layout Plans (ALPs) to those portions of ALPs or ALP revisions that:

- 1. Materially impact the safe and efficient operation of aircraft at, to, or from the airport;*
- 2. Adversely affect the safety of people or property on the ground adjacent to the airport as a result of aircraft operations; or*
- 3. Adversely affect the value of prior Federal investments to a significant extent.*

WCAA is requesting Unconditional Approval of the portion of the ALP that depicts the components of the proposed action and its connected actions. The FAA retains the legal authority to approve or disapprove changes to the DTW ALP for project components A and B of the Airports Proposed Action. However, due to the project components C, D, E, F, G, H, I, J, and K being connected actions to A and B, project components A through L are actions subject to NEPA.

3. Project Purpose and Need:

The relocation/consolidation is warranted due to the following:

- The existing apron constraints associated with insufficient gate capacity for current aircraft operations;*
- Space for growth;*
- On-going aircraft fleet changes to more fuel-efficient aircraft;*
- The age of existing facilities; and*
- The need to consolidate FedEx's existing spatially-separated operations at DTW.*

It is important to note that a reduction of FedEx's current gate capacity will occur as part of DTW's Taxiway Z reconstruction and relocation that is adjacent to FedEx's current location. The upgrade of Taxiway Z will require area currently used by FedEx to comply with separation requirements of FAA advisory circulars.

With the proposed action, FedEx will gain operational efficiencies by conducting aircraft operations, package sorting, and GSE maintenance activities at a single DTW facility. The proposed facility will not result in an overall increase to local truck traffic in the vicinity of DTW. In fact, truck traffic will decrease because combining two existing FedEx package sorting facilities will eliminate truck traffic between them. Daily FedEx air cargo volume is not expected to increase beyond foreseeable normal growth projections.

Upon completion of the project, FedEx will continue to use the proposed Airport facility to transfer air-cargo from aircraft to truck and truck to aircraft as it does today. Trucks will enter and exit the relocated cargo facility via two intersections onto a proposed roadway. The proposed roadway will tie into existing Middlebelt Road with a new intersection. The relocated cargo facility will have two primary operating periods: one in the morning and one in the evening, which are similar to the operating periods at the existing facilities. The proposed action will improve the efficiency of cargo operations at DTW and enable FedEx to better accommodate both existing and future demand for cargo services within a single, modern facility that fully accommodates all of its functions.

4. Describe the affected environment (existing conditions) and land use in the vicinity of project:

The site is located on approximately 71 acres of currently undeveloped land that appears to consist primarily of maintained grassland and wetlands. The site is surrounded by airport facilities and industrial development. While the site currently exists as undeveloped land, the proposed land use would follow land use patterns at DTW.

5. Alternatives to the Project: Describe any other reasonable actions that may feasibly substitute for the proposed action, and include a description of the “No Action” alternative. If there are no feasible or reasonable alternatives to the proposed action, explain why (attach alternatives drawings as applicable):

Alternatives

Three alternative sites were explored for the proposed action: expanding the existing FedEx facility near Taxiway Z (Taxiway Z Site), developing a new site near Taxiway Q (Taxiway Q Site), and developing a new site west of Runway 4L-22R near Vining Road (Vining Road Site).

Alternative 1 – Taxiway Z Site:

The Taxiway Z Site was site restrictive for the consolidation of all three FedEx functions noted in Section A of this report. The cost to acquire the lease agreement and develop space currently occupied by adjacent tenants was prohibitive and this alternative was not considered.

Alternative 2 – Taxiway Q Site:

The Taxiway Q Site required development over the existing Frank and Poet County Drains. The land available to develop between the runway protection zones of Runway 4L and 4R did not provide sufficient area for current and future development needs. Further, the impacts and costs to develop over and adjacent to the existing Frank and Poet County Drains were prohibitive and this alternative was not considered.

Alternative 3 – Vining Road Site:

The Vining Road Site does not include airfield access, such as a taxiway/taxilane. The cost to construct this infrastructure was prohibitive and this alternative was not considered.

Attachment B includes a drawing with the locations of the alternatives and proposed action.

No Action Alternative

The No Action Alternative will fail to relocate and consolidate aircraft operations, package sorting, and GSE maintenance activities. This will increase vehicle traffic trips on the public roads surrounding DTW, resulting in a less sustainable operation both environmentally and financially. Further, the no action alternative will restrict airport revenue for WCAA as future expansion opportunities are less viable for air cargo at the current site near Goddard Road.

Explanation

Not applicable.

6. Environmental Consequences – Special Impact Categories (refer to the Instructions page and corresponding sections in 1050.1F, the 1050.1F Desk Reference, and the Desk Reference for Airports Actions for more information and direction. Note that when the 1050.1F Desk Reference and Desk Reference for Airports Actions provide conflicting guidance, the 1050.1F Desk Reference takes precedence. The analysis under each section must comply with the requirements and significance thresholds as described in the Desk Reference).

(A) AIR QUALITY

(1) Will the proposed action(s) cause or create a reasonably foreseeable emission increase? Prepare an air quality assessment and disclose the results. Discuss the applicable regulatory criterion and/or thresholds that will be applied to the results, the specific methodologies, data sources and assumptions used; including the supporting documentation and consultation with federal, state, tribal, or local air quality agencies.

The proposed action would have minimal impacts to the Air Quality at the airport. Construction activities may result in dust and exhaust from the presence of additional construction vehicles on site, however these impacts would be temporary in nature and limited to the construction areas on airport property. When necessary, the dust resulting from construction activities would be minimized by using dust control methods and other best management practices during high dust generating activities or extended dry periods.

The number of flight operations and aircraft taxiway routes at the airport would not change significantly due to the project, therefore, there is no anticipated change in airborne emissions. The proposed facility would not result in an overall increase to local truck traffic in the vicinity of DTW. In fact, truck traffic would decrease because combining two existing FedEx package sorting facilities would eliminate truck traffic between them. Daily FedEx air cargo volume is not expected to increase beyond foreseeable normal growth projections.

(2) Are there any project components containing unusual circumstances, such as emissions sources in close proximity to areas where the public has access or other considerations that may warrant further analysis? If no, proceed to (3); if yes, an analysis of ambient pollutant concentrations may be necessary. Contact your local ADO regarding how to proceed with the analysis.

The project does not contain unusual circumstances as described above.

(3) Is the proposed action(s) located in a nonattainment or maintenance area for the National Ambient Air Quality Standards (NAAQS) established under the Clean Air Act?

Wayne County has been designated by the USEPA as non-attainment for PM_{2.5} and attainment for all other National Ambient Air Quality Standards (NAAQS). However, because of the past exceedances of the PM₁₀, CO, and O₃ standards, the area is subject to a Maintenance Plan / State Implementation Plan (SIP) for those pollutants.

4) Are all components of the proposed action, including all connected actions, listed as exempt or presumed to conform (See FRN, vol.72 no. 145, pg. 41565)? If yes, cite exemption and go to (B) Biological Resources. If no, go to (5).

All project components of the proposed action are presumed to conform.

(5) Would the net emissions from the project result in exceedances of the applicable *de minimis* threshold (reference 1050.1F Desk Reference and the *Aviation Emissions and Air Quality Handbook* for guidance) of the criteria pollutant for which the county is in non-attainment or maintenance? If no, go to (B) Biological Resources. If yes, stop development of this form and prepare a standard Environmental Assessment.

The number of flight operations and aircraft taxiway routes at the airport would not change significantly due to the project, therefore, there is no anticipated change in airborne emissions. The proposed facility would not result in an overall increase to local truck traffic in the vicinity of DTW. In fact, truck traffic would decrease because combining two existing FedEx package sorting facilities would eliminate truck traffic between them. Daily FedEx air cargo volume is not expected to increase beyond foreseeable normal growth projections. Based on this information, the net emissions from the project would not result in exceedances of the applicable de minimis threshold.

(B) BIOLOGICAL RESOURCES

Describe the potential of the proposed action to directly or indirectly impact fish, wildlife, and plant communities and/or the displacement of wildlife. Be sure to identify any state or federal species of concern (Candidate, Threatened or Endangered).

1) Are there any candidate, threatened, or endangered species listed in or near the project area?

The project area is located in a previously disturbed/maintained portion of undeveloped WCAA property. According to the U.S. Fish and Wildlife Service's (USFWS) Information for Planning and Consultation (IPaC) portal (April 22, 2021), the following species may be present in Wayne County, Michigan:

- *Indiana Bat (Myotis sodalis) - Endangered*
- *Northern Long-Eared Bat (Myotis septentrionalis) - Threatened*
- *Piping Plover (Charadrius melodus) - Endangered*
- *Red Knot (Calidris canutus rufa) - Threatened*
- *Eastern Massasauga (Sistrurus catenatus) - Threatened*
- *Northern Riffleshell (Epioblasma torulosa rangiana) - Endangered*
- *Eastern Prairie Fringed Orchid (Platanthera leucophaea) - Threatened*

According to the USFWS, no critical habitats are located within the project area.

Two state-listed species have been found to be present at DTW (see Attachments C.1 through C.6 for references):

- *Three-awned grass (Aristida longespica) - Threatened*
- *Sullivant's milkweed (Asclepias sullivantii) – Threatened*

A small patch of Three-awned grass has been identified within the project area; this protected species has been relocated in the Spring of 2021 to an area WCAA has set aside for three-awned grass preservation (see Attachment C.3 for location/plans).

A small patch of Sullivan's milkweed was identified during a threatened and endangered species habitat assessment. The Sullivan's milkweed discovered during the field work is outside the project area and will be protected in-place. Therefore, the project will not have an adverse impact on state-listed threatened and endangered species. The project will have no impacts to state and federal threatened and/or endangered species and is reviewed and approved as part of the EGLE wetland permit.

(2) Will the action have any long-term or permanent loss of unlisted plants or wildlife species?

The action would result in permanent loss of unlisted plants as the land use for the project will change from undeveloped to developed; however, the permanent loss is not anticipated to be significant. The action would not result in permanent loss of unlisted wildlife species as the site is not heavily utilized by wildlife species.

(3) Will the action adversely impact any species of concern or their habitat?

Overall, the action will not adversely impact species of concern or their habitat that would not allow for permitting. Impacts to the Three-awned grass are proposed to be mitigated for prior to construction activities commencing. The U.S. Fish and Wildlife Service (USFWS) determined that the proposed action may affect the Eastern Massasauga rattlesnake (EMR). Follow up coordination with the Michigan Ecological Services Field Office determined that the proposed action will not impact the EMR. Attachment C.6 includes correspondence from the USFWS.

(4) Will the action result in substantial loss, reduction, degradation, disturbance, or fragmentation of native species habitats or populations?

The action will not result in substantial loss, reduction, degradation, disturbance, or fragmentation of native species habitats or populations.

(5) Will the action have adverse impacts on a species' reproduction rates or mortality rate or ability to sustain population levels?

Adverse impacts that cannot be mitigated for are not anticipated as part of the project. Therefore, reproduction rates or mortality rates or abilities to sustain population levels.

(6) Are there any habitats, classified as critical by the federal or state agency with jurisdiction, impacted by the proposed action?

According to the USFWS, no critical habitats are located within the project area.

(7) Would the proposed action affect species protected under the Migratory Bird Act? (If Yes, contact the local ADO).

Preferred migratory bird habitat was not identified within the footprint of the project. The project is not anticipated to affect species protected under the Migratory Bird Treaty Act (MBTA).

If the answer to any of the above is "Yes", consultation with the USWFS and appropriate state agencies is required and attach all correspondence and documentation, including IPaC.

Attachment C includes correspondence related to the relocation of three-awned grass and Sullivan's milkweed as well as correspondence related to the U.S. Fish and Wildlife Service determination for threatened and endangered species.

(C) CLIMATE

(1) Would the proposed action or alternative(s) result in the increase or decrease of emissions of Greenhouse gases (GHG)? If neither, this should be briefly explained and no further analysis is required and proceed to (D) Coastal Resources.

The project is not anticipated to result in an increase of emissions of Greenhouse gases.

The number of flight operations and aircraft taxiway routes at the airport would not change significantly due to the project, therefore, there is no anticipated change in airborne emissions. The proposed facility would not result in an overall increase to local truck traffic in the vicinity of DTW. In fact, truck traffic would decrease because combining two existing FedEx package sorting facilities would eliminate truck traffic between them. Daily FedEx air cargo volume is not expected to increase beyond foreseeable normal growth projections. Based on this information, the net emissions from the project would not result in exceedances of the applicable de minimis threshold.

(2) Will the proposed action or alternative(s) result in a net decrease in GHG emissions (as indicated by quantitative data or proxy measures such as reduction in fuel burn, delay, or flight operations)? A brief statement describing the factual basis for this conclusion is sufficient.
The consolidation of aircraft operations, package sorting, and GSE maintenance activities will reduce vehicle trips on the public roads surrounding DTW, thus resulting in decreased GHG emissions.

(3) Will the proposed action or alternative(s) result in an increase in GHG emissions? Emissions should be assessed either qualitatively or quantitatively as described in 1050.1F Desk Reference or Aviation Emissions and Air Quality Handbook.
The consolidation of aircraft operations, package sorting, and GSE maintenance activities will reduce vehicle trips on the public roads surrounding DTW, thus resulting in decreased GHG emissions.

(D) COASTAL RESOURCES

(1) Would the proposed action occur in a coastal zone, or affect the use of a coastal resource, as defined by your state's Coastal Zone Management Plan (CZMP)? Explain.

The project is located within Wayne County, a Coastal Zone Management County. However, the project area is not located in the Coastal Zone Management protection zone. The project would not occur in or impact a coastal zone as defined by the State's Coastal Zone Management Plan. Therefore, no further action is recommended with respect to Coastal Resources.

(2) If **Yes**, is the project consistent with the State's CZMP? (If applicable, attach the sponsor's consistency certification and the state's concurrence of that certification).

N/A

(3) Is the location of the proposed action within the Coastal Barrier Resources System? (If **Yes**, and the project would receive federal funding, coordinate with the FWS and attach record of consultation).

N/A

(E) SECTION 4(f) RESOURCES

(1) Does the proposed action have an impact on any publicly owned land from a public park, recreation area, or wildlife or waterfowl refuge of national, state, or local significance, or an historic site of national, state, or local significance? Specify if the use will be physical (an actual taking of the property) or constructive (i.e. activities, features, or attributes of the Section 4 (f) property are substantially impaired.) If the answer is “No,” proceed to (F) Farmlands.

There are no properties protected under Section 4(f) within DTW. There are no wildlife or waterfowl refuges, or known National Register listed or eligible sites within the vicinity of the project area. Based upon review of available data and site review, no parks are located within two miles of the project area. Because the proposed action will not result in an increase in airport noise levels and no right-of-way acquisition will occur, impacts to properties protected under Section 4(f) will not occur.

(2) Is a *De Minimis* impact determination recommended? If “yes”, please provide; supporting documentation that this impact will not substantially impair or adversely affect the activities, features, or attributes of the Section 4 (f) property; a Section 106 finding of “no adverse effect” if historic properties are involved; any mitigation measures; a letter from the official with jurisdiction concurring with the recommended *de minimis* finding; and proof of public involvement. (See Section 5.3.3 of 1050.1F Desk Reference). If “No,” stop development of this form and prepare a standard Environmental Assessment.

N/A

(F) FARMLANDS

Does the project involve acquisition of farmland, or use of farmland, that would be converted to non-agricultural use and is protected by the Federal Farmland Protection Policy Act (FPPA)? (If **Yes**, attach record of coordination with the Natural Resources Conservation Service (NRCS), including form AD-1006.)

No, the project is located within DTW property and is surrounded by active airport facility infrastructure. The project area consists of four soil types: Selfridge-Pewamo complex, 0 to 2 percent slopes (SfA), Selfridge loamy sand, 0 to 3 percent slopes (SeA), Pewamo loam (Pe), and Metea loamy sand, 2 to 6 percent slopes (MhB). No farmland would be acquired or converted for the project. The NRCS has reviewed the proposed action under Part 523 of the Farmland Protection Policy Act and since the proposed action is UA on the 2010 Census Bureau Reference Map for Detroit, MI, the NRCS concluded that there is no negative impact on prime and/or unique farmland.

Attachment D includes the NRCS letter of no impact to farmland dated November 4, 2021.

(G) HAZARDOUS MATERIALS, SOLID WASTE, AND POLLUTION PREVENTION

(1) Would the proposed action involve the use of land that may contain hazardous materials or cause potential contamination from hazardous materials? (If Yes, attach record of consultation with appropriate agencies). Explain.

No: A Phase I Environmental Site Assessment (ESA) was completed by Somat Engineering, Inc (Somat) in May 2021 that identified two Recognized Environmental Conditions (RECs) associated with the project site; specifically, the surface disturbance, construction materials storage, and potential imported fill material left on the site as a result of nearby construction projects and the use of the property to the southwest for burning or fire training activities. A subsequent Limited Phase II ESA was completed at the site in November 2021 to investigate the identified RECs and determine if hazardous substances are present at the site that would affect its future use. Based on the results of the soil sample analysis the site soils did not appear to be impacted by any release of Ethylene Glycol, PCBs, VOCs, or SVOCs. Some soil probes throughout the site detected levels of PFAS above Part 201 cleanup criteria. The shallow soils consisted of mostly fill material with high concentration of heavy metals or PFAS that will require proper material handling and disposal procedures in the future, and certain worker protections during construction. Any excess soils that must be removed from the project site should be disposed of at an appropriate licensed landfill.

(2) Would the operation and/or construction of the project generate significant amounts of solid waste? If Yes, are local disposal facilities capable of handling the additional volumes of waste resulting from the project? Explain.

No: The project site is currently vacant land with no structures. Therefore, the solid waste from the site would consist primarily of dirt and similar material in manageable amounts.

(3) Will the project produce an appreciable different quantity or type of hazardous waste? Will there be any potential impacts that could adversely affect human health or the environment?

No: The proposed action is to relocate and consolidate operations (aircraft ramp, sort operations, and ground support equipment maintenance) of three existing and separate FedEx facilities located at DTW that are currently considered Very Small Quantity Generators (VSQGs) of hazardous waste. The proposed facility will either be considered VSQG or Small Quantity Generator (SQG) due to combining the three facilities. The current hazardous waste generation rates from FedEx's existing operations will remain the same at the combined facility (i.e., no increase in aggregate hazardous waste generation at the new facility). Hazardous waste or adverse effects to human health or the environment are not expected to change with the proposed facility.

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

(1) Describe any impact the proposed action might have on any properties listed in, or eligible for inclusion in the National Register of Historic Places. (Include a record of consultation and response with the State or Tribal Historic Preservation Officer (S/THPO)).

The project area is not listed or previously determined to be eligible for listing on the National Register of Historic Places (NRHP). The project would not require the acquisition or relocation of off-airport historic, architectural, archaeological, and cultural resources. No historic properties are believed or known to exist in the project area per S/THPO.

Attachment E includes the records of consultation from the S/THPO.

(2) Describe any impacts to archeological resources as a result of the proposed action. (Include a record of consultation with persons or organizations with relevant expertise, including the S/THPO, if applicable).

The project is located within DTW property and is surrounded by active airport facility infrastructure. The project would result in development activities on currently undeveloped land; however, the project would not result in impacts that have land use ramifications. No impacts to cultural resources will occur as a result of the proposed action.

Attachment E includes the records of consultation from the S/THPO.

(I) LAND USE

(1) Would the proposed action result in other (besides noise) impacts that have land use ramifications, such as disruption of communities, relocation of residences or businesses, or impact natural resource areas? Explain.

The project is located within DTW property and is surrounded by active airport facility infrastructure. The project would result in development activities on currently undeveloped land; however, the project would not result in impacts that have land use ramifications. No residential or commercial displacements will occur as a result of the project.

(2) Would the proposed action be located near or create a wildlife hazard as defined in FAA Advisory Circular 150/5200-33, "Wildlife Hazards On and Near Airports"? Explain.

The project is not located near areas determined to be wildlife hazards and will not create a wildlife hazard area as defined in the Advisory Circular. More specifically, the project does not include the following:

- *Waste disposal operations*
- *Water management facilities*
- *Wetlands*
- *Dredge spoil containment areas*
- *Agricultural activities*
- *Aquaculture*
- *Golf courses*
- *Landscaping*

(2) Include documentation to support sponsor's assurance under 49 U.S.C. § 47107 (a) (10), of the 1982 Airport Act, that appropriate actions will be taken, to the extent reasonable, to restrict land use to purposes compatible with normal airport operations.

WCAA has a Joint Airport Zoning Ordinance for Wayne and Washtenaw Counties that establishes airport zoning regulations restricting the height of structures and objects of natural growth and otherwise regulating the use of the property in the vicinity of the Detroit Metropolitan Wayne County Airport.

(J) NATURAL RESOURCES AND ENERGY SUPPLY

What effect would the project have on natural resource and energy consumption? (Attach record of consultations with local public utilities or suppliers if appropriate)

Petroleum resources such as diesel fuel and gasoline would be consumed during construction activities, but this usage would not be significant. The project would not destroy or deplete the energy supply of natural resources such as coal, minerals, or trees as none of these resources are known to exist at the project area. The project would not result in a significant increase in the demand for aircraft fuel. The consolidation of three facilities into one facility will not only reduce the overall energy consumption and use of natural resources but will also reduce the energy consumption of trucks going to a single facility.

(K) NOISE AND NOISE-COMPATIBLE LAND USE

Will the project increase noise by DNL 1.5 dB or more for a noise sensitive area that is exposed to noise at or above the DNL 65 dB noise exposure level, or that will be exposed at or above the DNL 65 dB level due to a DNL 1.5 dB or greater increase, when compared to the no action alternative for the same timeframe? (Use AEM as a screening tool and AEDT 2b as appropriate. See FAA Order 1050.1F Desk Reference, Chapter 11, or FAA Order 1050.1F, Appendix B, for further guidance). Please provide all information used to reach your conclusion. If yes, contact your local ADO.

The project includes developing a cargo sort building and would not cause a change in airfield configuration, runway use, or flight patterns. The proposed facility would not result in an overall increase to local truck traffic in the vicinity of DTW. In fact, truck traffic would decrease because combining two existing FedEx package sorting facilities would eliminate truck traffic between them. Daily FedEx air cargo volume is not expected to increase beyond foreseeable normal growth projections.

As part of a company-wide change, FedEx is in the process of phasing out the use of the MD-10 aircraft. Instead, FedEx will use the B767. This transition to the B767 should result in a decrease of noise emissions, as the B767 has lower lateral/full-power noise levels, approach noise levels, and flyover noise levels than the MD-10.

(L) SOCIOECONOMICS, ENVIRONMENTAL JUSTICE, and CHILDREN'S HEALTH and SAFETY RISKS

(1) Would the project cause an alteration in surface traffic patterns, or cause a noticeable increase in surface traffic congestion or decrease in Level of Service?

The proposed facility would not result in an overall increase to local truck traffic in the vicinity of DTW. In fact, truck traffic would decrease because combining two existing FedEx package sorting facilities would eliminate truck traffic between them. Daily FedEx air cargo volume is not expected to increase beyond foreseeable normal growth projections. While the project would result in minor alterations in surface traffic patterns, the alteration is considered to be beneficial. The project will not cause a noticeable increase in surface traffic congestion or decrease in Level of Service.

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

The project will not cause induced or secondary socioeconomic impacts to surrounding communities, will not impact public service demands, and will not induce shifts in population movement and growth. The project is not considered a project that will induce growth and will not result in displacement of area residences or businesses.

(3) Would the project have a disproportionate impact on minority and/or low-income communities? Consider human health, social, economic, and environmental issues in your evaluation. Refer to DOT Order 5610.2(a) which provides the definition for the types of adverse impacts that should be considered when assessing impacts to environmental justice populations.

Minority and/or low-income populations are located in the neighborhoods surrounding DTW; however, there would be no impacts to these neighborhoods as part of the project. Therefore, the project would not cause disproportionately high and adverse impacts to minority and/or low-income populations. Further, the project will not require displacement of residences or businesses.

(4) Would the project have the potential to lead to a disproportionate health or safety risk to children?

The project would have no impacts on children's environmental health or safety.

If the answer is "YES" to any of the above, please explain the nature and degree of the impact. Also provide a description of mitigation measures which would be considered to reduce any adverse impacts.

N/A

(M) VISUAL EFFECTS INCLUDING LIGHT EMISSIONS

(1) Would the project have the potential to create annoyance or interfere with normal activities from light emissions for nearby residents?

The project would involve the construction and operation of a cargo facility in an area that is currently vacant; however, the proposed action would be consistent with the other airfield structures within DTW. No concerns about visual/aesthetic impacts have been expressed to date. Nearby residents will not be affected given the nature and size of the specific project, and how it correlates to land use within the DTW footprint.

(2) Would the project have the potential to affect the visual character of nearby areas due to light emissions?

The project would not affect the visual character of nearby areas due to light emissions as the nature and size of the specific project will not result in significant levels of light emissions. While the proposed action is located in an area that is currently vacant, the project would be consistent with other airfield structures within DTW.

(3) Would the project have the potential to block or obstruct views of visual resources?

The project is located within DTW property and is surrounded by active airport facility infrastructure. The project would result in development activities on currently undeveloped land; however, the environment is not considered to contain important visual resources or valuable visual character. Therefore, the project will not block or obstruct views of visual resources.

If the answer is “YES” to any of the above, please explain the nature and degree of the impact using graphic materials. Also provide a description of mitigation measures which would be considered to reduce any adverse impacts.

N/A

(N) WATER RESOURCES (INCLUDING WETLANDS, FLOODPLAINS, SURFACE WATERS, GROUNDWATER, AND WILD AND SCENIC RIVERS)

(1) WETLANDS

(a) Does the proposed action involve federal or state regulated wetlands or non-jurisdictional wetlands? (Contact USFWS or appropriate state natural resource agencies if protected resources are affected) (Wetlands must be delineated using methods in the US Army Corps of Engineers 1987 Wetland Delineation Manual. Delineations must be performed by a person certified in wetlands delineation Document coordination with the resource agencies).

Yes, a certified wetland specialist identified and delineated wetlands in approximately 80 acres in October 2020 (please refer to Attachments F.1 and F.2). Two of the identified wetlands are regulated by EGLE. the project site contains a total of approximately 26.14 acres of wetlands, 6.73 acres of which would be permanently impacted as a result of the proposed action. The project would also require temporary impacts to 0.08 acre of forested wetland for the installation of a utility corridor via open trench construction method. Federal aviation safety requirements include frequent mowing, and woody plant and wildlife control on the DTW property. As a result, the wetlands associated with this project are largely emergent wetlands with low to moderate quality due to consistent maintenance activities. These wetlands were largely created as a result of poorly maintained site drainage systems.

(b) If yes, does the project qualify for an Army Corps of Engineers General permit? (Document coordination with the Corps).

Impacts to regulated wetlands will require authorization from the Michigan Department of Environment, Great Lakes, and Energy (EGLE)/U.S. Army Corps of Engineers (USACE). A Joint Permit Application (JPA) has been submitted to the EGLE/USACE for proposed impacts to regulated wetlands in April of 2021.

(c) If there are wetlands impacts, are there feasible mitigation alternatives? Explain.

It is proposed that the Wayne County Crosswinds Marsh, Subarea 200 be used for wetland mitigation. There are currently 44.18 acres of surplus wetland mitigation available in Subarea 200 based on an audit of WCAA permits that used the Wayne County Crosswinds Marsh for wetland mitigation credit. Assuming a wetland mitigation ratio of 1.5:1 (mitigation:impact), 10.10 acres of wetland mitigation are required. Subarea 200 has available acreage to meet the wetland mitigation obligation for this

project. The stewardship agreement that includes the conservation easement and maintenance agreement will accompany the EGLE permit.

(d) If there are wetlands impacts, describe the measures to be taken to comply with Executive Order 11990, Protection of Wetlands.

The project proponent went through an exercise to evaluate potential feasible alternatives to developing a project within wetlands. There are no practicable alternatives to the construction of the project within wetlands. Additionally, 2.11 acres of wetlands were identified at the site that will be avoided by the project. In order to comply with Executive Order 11990 further, the project proponent is proposing to mitigate for the necessary wetland impacts at a 1.5:1 ratio of mitigation impact. Therefore, the project will result in a net gain of preserved wetlands.

(2) FLOODPLAINS

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

The project is located within FEMA's area of minimal flood hazard (Zone X) and will not encroach upon any 100-year floodplains.

(b) If Yes, would the project cause notable adverse impacts on natural and beneficial floodplain values as defined in Paragraph 4.k of DOT Order 5620.2, *Floodplain Management and Protection*?

N/A

(c) If Yes, attach the corresponding FEMA Flood Insurance Rate Map (FIRM) and describe the measures to be taken to comply with Executive Order 11988, including the public notice requirements.

N/A

(3) SURFACE WATERS

(a) Would the project impact surface waters such that water quality standards set by Federal, state, local, or tribal regulatory agencies would be exceeded or would the project have the potential to contaminate a public drinking water supply such that public health may be adversely affected?

The project will not impact surface waters such that water quality standards would be exceeded and would not contaminate a public drinking water supply such that public health may be adversely affected. Appropriate best management practices will be implemented and following during construction to prevent significant water quality impacts.

(b) Would the water quality impacts associated with the project cause concerns for applicable permitting agencies or require mitigation in order to obtain a permit?

The project will not result in water quality impacts that would cause concerns for applicable permitting agencies or require mitigation. Appropriate best management practices will be implemented and following during construction to prevent significant water quality impacts.

If the answer to any of the above questions is “Yes”, consult with the USEPA or other appropriate Federal and/or state regulatory and permitting agencies and provide all agency correspondence.

N/A

(4) GROUNDWATER

(a) Would the project impact groundwater such that water quality standards set by Federal, state, local, or tribal regulatory agencies would be exceeded or would the project have the potential to contaminate an aquifer used for public water supply such that public health may be adversely affected?

With the implementation of the best management practices of FAA AC 150/5370-10H-Standards for Specifying Construction of Airports, impacts to groundwater are not anticipated.

(b) Would the groundwater impacts associated with the project cause concerns for applicable permitting agencies or require mitigation in order to obtain a permit?

With the implementation of the best management practices of FAA AC 150/5370-10H-Standards for Specifying Construction of Airports, impacts to groundwater are not anticipated.

(c) Is the project to be located over an EPA-designated Sole Source Aquifer?

The project is not located over or within the vicinity of an EPA-designated Sole Source Aquifer.

If the answer to any of the above questions is “Yes”, consult with the USEPA or other appropriate Federal and/or state regulatory and permitting agencies and provide all agency correspondence as an attachment to this form.

N/A

(5) WILD AND SCENIC RIVERS

Would the proposed action affect a river segment that is listed in the Wild and Scenic River System or Nationwide River Inventory (NRI)? (If Yes, coordinate with the jurisdictional agency and attach record of consultation).

The project is not located near a river segment that is listed in the Wild and Scenic River System or Nationwide River Inventory.

(O) CUMULATIVE IMPACTS

Discuss impacts from past, present, and reasonably foreseeable future projects both on and off the airport. Would the proposed action produce a cumulative effect on any of the environmental impact categories above? Consider projects that are connected and may have common timing and/or location. For purposes of this Form, generally use 3 years for past projects and 5 years for future foreseeable projects.

The project is located within DTW property and is surrounded by active airport facility infrastructure. The project would result in development activities on currently undeveloped land; however, the project would not result in impacts that have land use ramifications. The project is consistent with

land use given the location within the property of DTW. The project does not propose impacts to cultural resources, native ecological communities, Section 4(f) resources, prime farmlands, floodplains, or hazardous materials in the vicinity of the project; therefore, cumulative impacts to these resources are not anticipated.

While the project proposes impacts to wetlands, appropriate permitting and mitigation measures will occur in order to result in a net gain of protected wetlands. Two state-listed species have been found to be present at DTW; the Three-awned grass and Sullivant's milkweed. A small area of Three-awned grass has been identified within the project area. However, this protected species would be relocated to an area WCAA has set aside for this species preservation prior to any construction activities. The Sullivant's milkweed discovered during the field work is outside the project area and will be protected in-place. Therefore, cumulative impacts to these resources are not anticipated.

The project is not anticipated to result in significant cumulative impacts. This is largely due to the use of the project area being consistent and compatible with the land use in the area within DTW property. While airside operations would increase slightly, the increase is not considered significant and would not result in significant noise or air impacts to the surrounding areas.

7. PERMITS

List all required permits for the proposed action. Has coordination with the appropriate agency commenced? What feedback has the appropriate agency offered in reference to the proposed action? What is the expected time frame for permit review and decision?

An EGLE Joint Permit was submitted in April 2021 and the feedback provided by EGLE indicated that their office agrees with the delineation and jurisdiction of the wetlands as well as the proposed offsite mitigation of the impacted wetlands to be provided as part of the Crosswinds Marsh. A permit is anticipated to be issued by EGLE in February 2022.

*A Threatened / Endangered Species Permit application was submitted to the Michigan Department of Natural Resources (MDNR) – Wildlife Division on April 9, 2021 for the relocation of approximately 0.11 acres of Three-Awned Grass (*Aristida Longespica*). A permit was issued by MDNR on May 4, 2021.*

8. MITIGATION

Describe those mitigation measures to be taken to avoid creation of significant impacts to a particular resource as a result of the proposed action, and include a discussion of any impacts that cannot be mitigated.

Mitigation measures to be taken to avoid creation of significant impacts to applicable resources are discussed below:

- **Threatened and Endangered Species**
 - *Three-awned Grass*
 - *A small patch of Three-awned grass was identified within the project area; this protected species was relocated to an area WCAA has set aside for Three-awned grass preservation prior to any construction activities. The WCAA applied for a permit from the Michigan Department of Natural Resources to*

relocate the Three-awned grass to an area already established by the WCAA nearby where the species existed. The relocation included moving soil and seed bank where existing plants are present to the relocation area. The relocation area is larger than the extraction area, which allowed the donor soil to be spread out for higher probability of seed being at the right depth for germination.

- *Sullivant's Milkweed*
 - *The Sullivant's milkweed discovered during the field work is outside the project area and will be protected in-place.*
- **Wetlands**
 - *The project site contains approximately 26.14 acres of wetlands, 6.73 acres of which would be permanently impacted as a result of the proposed action. The project would also require temporary impacts to 0.08 acre of forested wetland for the installation of a utility corridor via open trench construction method.*
 - *Impacts to regulated wetlands will require authorization from EGLE/USACE. A Joint Permit Application has been submitted to the EGLE/USACE for proposed impacts to regulated wetlands.*

It is proposed that the Wayne County Crosswinds Marsh, Subarea 200 be used for wetland mitigation. There are currently 44.18 acres of surplus wetland mitigation available in Subarea 200 based on an audit of WCAA permits that used the Wayne County Crosswinds Marsh for wetland mitigation credit. Assuming a wetland mitigation ratio of 1.5:1 (mitigation:impact), 10.10 acres of wetland mitigation are required. Subarea 200 has available acreage to meet the wetland mitigation obligation for this project.

- *There are currently 44.18 acres of surplus wetland mitigation available in SA 200 based on an audit of WCAA permits that used Crosswinds for wetland mitigation credit.*
- *As of 2017, species diversity and FQI and Coefficient of Conservation (C) statistics for site indicate that wetlands within SA 200 are surprisingly diverse with a total of 70 species; 61 of which are native. Both the FQI and Mean C statistics for the site exceed values exhibited by most undeveloped land in Michigan.*
- *SA 200 wetland continues to provide a number of functions and values, above and beyond those in the wetlands they were constructed to replace, including floodwater storage, stormwater filtration, nutrient cycling and transformation, soil stabilization, recreation, and wildlife habitat.*
- *SA 200 includes the following five invasive species: common reed (Phragmites australis), narrow-leaved cattail (Typha angustifolia), reed canary grass (Phalaris arundinacea), black alder (Alnus glutinosa), and purple loosestrife (Lythrum salicaria).*
 - *Phragmites far exceeded the coverage of the other species at 29%.*
 - *While the percent cover of invasive species exceeds the 10% maximum, ASTI believes it would be cost prohibitive to treat to the maximum allowable coverage.*
 - *ASTI requested that the SA 200 invasive standard be increased to 20% or less and that the focus be solely on Phragmites.*

-
- *In order to address the invasive species control and general site management needs, WCAA finalized an updated agreement (executed on February 9, 2021) with the Wayne County Parks Department to increase funding and efforts towards wetland management at Crosswinds (see attached).*

The proposed project, if permitted, will permanently impact 6.73 acres of emergent wetland. Assuming a wetland mitigation ratio of 1.5:1, 10.10 acres of wetland mitigation are required. SA 200 has available wetland acreage to meet the wetland mitigation obligation for this project.

EGLE will enter into stewardship agreement for mitigation between WCAA and EGLE. It is anticipated that once that stewardship agreement is finalized, a permit will be issued.

Attachment F includes the wetland delineation reports.

Attachment G includes the EPA letter of no comments from a public notice dated September 1, 2021.

Attachment H includes the EGLE wetland permit (to be obtained and included at a later date).

- **Per- and Polyfluoroalkyl Substances**

The project site was found to contain per- and polyfluoroalkyl substances (PFAS) from an old aircraft rescue and firefighting (ARFF) training area southwest of the project site. PFAS will be mitigated per state guidelines.

9. PUBLIC INVOLVEMENT

Describe the public review process and any comments received. Include copies of Public Notices and proof of publication.

A public notice meeting was advertised in three classified advertisements from November 9, 2021, to November 23, 2021. The public notice meeting was held on Thursday, December 9, 2021, at the Sheraton Detroit Metro Hotel, located at 8000 Merriman Road, Romulus, Michigan 48174. Attendees included WCAA staff (land owner), the prospective land lessee, the prospective operator of the facility, and engineer of record. A copy of the proposed action was printed in hard copy for viewing at the meeting. No public comments were received.

Attachment I includes a copy of the proof of the Public Notice.

10. LIST OF ATTACHMENTS

Attachment A – Proposed Action Exhibit

Attachment B – Alternatives to the Project Exhibit

Attachment C – Correspondence Related to the Relocation of Threatened Species

Attachment D – NRCS Letter of No Impact to Farmland

Attachment E – Records of Consultation with the State or Tribal Historic Preservation Office (S/THPO)

Attachment F – Wetland Delineation Reports

Attachment G – EPA Letter of Public Notice

Attachment H – EGLE Wetland Permit (to be obtained and included at a later date)

Attachment I – Proof of Public Notice

Project Title: _____

Identifier: _____

11. PREPARER CERTIFICATION

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

Signature

Date

Name

Title

Affiliation

Phone #

12. 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 no construction activity, including but not limited to site preparation, demolition, or land disturbance, shall proceed for the above proposed action(s) until FAA issues a final environmental decision for the proposed action(s), and until compliance with all other applicable FAA approval actions (e.g., ALP approval, airspace approval, grant approval) and special purpose laws has occurred.

Signature

Date

Name

Title

Affiliation

Phone #