OMB Number: 4040-0004
Expiration Date: 11/30/2025

Application for Federal Assistance SF-424

* 1. Type of Submission:
- [ ] Preapplication
- [x] Application
- [ ] Changed/Corrected Application

* 2. Type of Application:
- [x] New
- [ ] Continuation
- [ ] Revision

* If Revision, select appropriate letter(s):

* Other (Specify):

* 3. Date Received: 07/03/2025

4. Applicant Identifier:

5a. Federal Entity Identifier:

5b. Federal Award Identifier:

State Use Only:

6. Date Received by State:

7. State Application Identifier: MAA-9341

8. APPLICANT INFORMATION:

* a. Legal Name: Maryland Aviation Administration

* b. Employer/Taxpayer Identification Number (EIN/TIN): 52-0001005

* c. UEI: D4L7RFTZE357

d. Address:

* Street1: P.O. Box 8766
Street2:
* City: BWI Airport
County/Parish:
* State: MD: Maryland
Province:
* Country: USA: UNITED STATES
* Zip / Postal Code: 21240-0766

e. Organizational Unit:

Department Name: MD Aviation Administration

Division Name: Business Development & Mgmt

f. Name and contact information of person to be contacted on matters involving this application:

Prefix:
* First Name: Amy
Middle Name:
* Last Name: Bathurst
Suffix:

Title: Manager, Capital Programming & Debt

Organizational Affiliation: Maryland Aviation Administration

* Telephone Number: 410-859-7432
Fax Number:

* Email: abathurst@bwiairport.com

Application for Federal Assistance SF-424

*** 9. Type of Applicant 1: Select Applicant Type:**

A: State Government

Type of Applicant 2: Select Applicant Type:

Type of Applicant 3: Select Applicant Type:

* Other (specify):

*** 10. Name of Federal Agency:**

Office of Local Defense Community Cooperation

11. Assistance Listing Number:

12.027

Assistance Listing Title:

Defense Community Infrastructure Program

*** 12. Funding Opportunity Number:**

OLDCC-25-F-0001

* Title:

Defense Community Infrastructure Program: Notice of Funding Opportunity

13. Competition Identification Number:

Title:

14. Areas Affected by Project (Cities, Counties, States, etc.):

Add Attachment | Delete Attachment | View Attachment

*** 15. Descriptive Title of Applicant's Project:**

Middle River, MD MTN Obstruction Removal Project for MD Air National Guard 21220-4282

Attach supporting documents as specified in agency instructions.

Add Attachments | Delete Attachments | View Attachments

Application for Federal Assistance SF-424

16. Congressional Districts Of:

* a. Applicant: MD-003 | * b. Program/Project: MD-003

Attach an additional list of Program/Project Congressional Districts if needed.

Add Attachment | Delete Attachment | View Attachment

17. Proposed Project:

* a. Start Date: 03/01/2026 | * b. End Date: 02/28/2031

18. Estimated Funding ($):

* a. Federal	10,514,000.00
* b. Applicant	5,261,000.00
* c. State	0.00
* d. Local	0.00
* e. Other	0.00
* f. Program Income	0.00
* g. TOTAL	15,775,000.00

*** 19. Is Application Subject to Review By State Under Executive Order 12372 Process?**

☐ a. This application was made available to the State under the Executive Order 12372 Process for review on .

☐ b. Program is subject to E.O. 12372 but has not been selected by the State for review.

☒ c. Program is not covered by E.O. 12372.

*** 20. Is the Applicant Delinquent On Any Federal Debt? (If "Yes," provide explanation in attachment.)**

☐ Yes ☒ No

If "Yes", provide explanation and attach

Add Attachment | Delete Attachment | View Attachment

21. *By signing this application, I certify (1) to the statements contained in the list of certifications and (2) that the statements herein are true, complete and accurate to the best of my knowledge. I also provide the required assurances** and agree to comply with any resulting terms if I accept an award. I am aware that any false, fictitious, or fraudulent statements or claims may subject me to criminal, civil, or administrative penalties. (U.S. Code, Title 18, Section 1001)**

☒ ** I AGREE

** The list of certifications and assurances, or an internet site where you may obtain this list, is contained in the announcement or agency specific instructions.

Authorized Representative:

Prefix: | * First Name: Amy

Middle Name:

* Last Name: Bathurst

Suffix:

* Title: Manager, Capital Programming & Debt

* Telephone Number: 4108597432 | Fax Number:

* Email: abathurst@bwiairport.com

* Signature of Authorized Representative: Rachael LaBattaglia | * Date Signed: 07/03/2025

ATTACHMENTS FORM

Instructions: On this form, you will attach the various files that make up your grant application. Please consult with the appropriate Agency Guidelines for more information about each needed file. Please remember that any files you attach must be in the document format and named as specified in the Guidelines.

Important: Please attach your files in the proper sequence. See the appropriate Agency Guidelines for details.

1) Please attach Attachment 1	1234-Maryland Aviation Admini	Add Attachment	Delete Attachment	View Attachment
2) Please attach Attachment 2	1235-Installation Commander L	Add Attachment	Delete Attachment	View Attachment
3) Please attach Attachment 3	1236-NEPA Documentation.pdf	Add Attachment	Delete Attachment	View Attachment
4) Please attach Attachment 4	1237-MTN_Final_EA_&_FONSI_ROD	Add Attachment	Delete Attachment	View Attachment
5) Please attach Attachment 5	1238-MTN_Final_EA_&_FONSI_ROD	Add Attachment	Delete Attachment	View Attachment
6) Please attach Attachment 6		Add Attachment	Delete Attachment	View Attachment
7) Please attach Attachment 7		Add Attachment	Delete Attachment	View Attachment
8) Please attach Attachment 8		Add Attachment	Delete Attachment	View Attachment
9) Please attach Attachment 9		Add Attachment	Delete Attachment	View Attachment
10) Please attach Attachment 10		Add Attachment	Delete Attachment	View Attachment
11) Please attach Attachment 11		Add Attachment	Delete Attachment	View Attachment
12) Please attach Attachment 12		Add Attachment	Delete Attachment	View Attachment
13) Please attach Attachment 13		Add Attachment	Delete Attachment	View Attachment
14) Please attach Attachment 14		Add Attachment	Delete Attachment	View Attachment
15) Please attach Attachment 15		Add Attachment	Delete Attachment	View Attachment

FY25 DCIP Application Content and Format

A. Standard Form 424 (Grants.gov form)

Please refer to the instructions provided with the Grants.gov Notice of Funding Opportunity on how to complete the Standard Form 424.

B. Summary of Proposer and Eligibility

1. Proposing Entity Name & Contact Information	
a) Submitting entity name *(note: name must match UEI registration in SAM.gov);*	Maryland Aviation Administration
b) Primary point of contact	
Name	Amy Bathurst
Phone Number	410-859-7432
Email Address	abathurst@bwiairport.com
Organization Address	PO Box 8766, BWI Airport, MD, 21240-0766
c) The Organization's Employer Identification Number	52-0001005

2. Project Name
Name the proposal based on: city/county project location (including zip code + four), project type, benefitting installation (e.g., Johnson County Sewer Infrastructure Improvement Project for Fort Blue 44122-5555).
Middle River, MD MTN Obstruction Removal Project for MD Air National Guard 21220-4282

3. Proposed Project Location
Using latitude and longitude coordinates (e.g., 38°51'12.9"N 77°02'56.1"W), identify the approximate location for the proposed project.
39°19'32.3810"N 76°24'49.5220"W

4. Project Type
Select one of the following eligible project types: transportation project; community support facility (e.g., school, hospital, police, fire, emergency response, or other community support facility); or utility infrastructure project (e.g., water, wastewater, telecommunications, electric, gas, or other utility infrastructure).
Transportation Project

5. Benefitting Installation
Please identify the primary military installation to benefit from the proposed project.
175th Wing, Maryland Air National Guard, Warfield Air National Guard Base

6. Enhancement Submission Type
Indicate the enhancement benefitting a military installation (select only one): enhances military value, contributes to training of cadets at an independent program at a covered educational institution, enhances installation resilience, or enhances military family quality of life.
Enhances military value

7. Defense-Related Critical Infrastructure

Indicate whether the submitted proposal includes a non-Department of Defense networked infrastructure asset or facility essential to project, support, and sustain military forces and operations. Note: This should only be indicated if the installation commander letter of support affirms the proposed project defense-related critical infrastructure.
Yes

8. Status of Local Cost Share Contributions *Indicate only one of the following possible statues for local cost share funding*
This proposal includes the required at least a thirty percent (30%) non-Federal (or other, non-OLDCC Federal Agency) project cost contribution (continue to item 6. below).

9. For projects that include local cost share and/or another (non-Office of Local Defense Community Cooperation) federal grant source cost contributions, indicate (more than one can apply):
All proposed non-Federal project cost contributions are currently available and under the control of the potential grantee.; Proposed non-Federal project cost contribution will be used to pay for costs listed in the project budget that are not allowed to be reimbursed with DCIP grant funds, such as design, planning, environmental, indirect, and other soft costs.

10. Describe the intended Grantee's ability and authority to manage grants; for example, a summary of past federal funding received, the existence of project staff with federal grant management experience that will manage the project, etc.
Maryland Aviation Administration (MAA) has the demonstrated technical capacity to successfully deliver the Project in compliance with applicable Federal requirements, with demonstrated experience in administering Federal funds. MAA has significant experience implementing Federally funded transportation planning and construction projects, and the necessary local match resources committed to complete the proposed Project. Grants are managed by the Office of Capital Programming & Debt, which reports directly to the MAA Chief Financial Officer in the Division of Business Development and Management. The Office of Capital Programming & Debt coordinates with the Office of Finance for payment, and with the Division of Planning and Engineering for project and contract management. The FAA follows Federal grant procedures, and MAA is familiar with the standard documentation and paperwork required for the grant process from award to closeout. MAA is currently managing 20 grants valued at over $158M. MAA's recent and active grant program activity includes: Airport Improvement Program (AIP) Grants and Passenger Facility Charge (PFC) Authorizations: MAA is an annual recipient of FAA funding (entitlement and discretionary) which supports planning, development and system preservation of BWI Marshall and Martin State airports. AIP grants have been used for planning of key infrastructure projects both on and off-airport. MAA has programmed over $322 million through FY 2031 in anticipated AIP Federal funding to construct critical airfield and terminal improvement projects at BWI Marshall and MTN. MAA collects Passenger Facility Charges, a capped fee paid by every eligible passenger at commercial airports controlled by public agencies. PFCs have been used by MAA to support airfield improvements, environmental mitigation, and property acquisition. Bipartisan Infrastructure Law – Airport Terminal Program: The Infrastructure Investment and Jobs Act (IIJA) established a competitive grant program to support airport terminal development projects that address the aging infrastructure of the nation's airports. BWI Marshall Airport was recently awarded over $14.5 million to replace up to 14 passenger boarding bridges.

11. Is the Grants.gov Submitting Official authorized by the proposer to submit a proposal and subsequently apply for assistance?
Yes

C. Summary of Project Enhancement

1. A description how/if the proposed project enhances "Military Value."

Proposals will be evaluated based on their evidence that the proposed project will enhance each of the following four (4) military value criteria as provided in section 3002 of the Military Construction Authorization Act for Fiscal Year 2002, and as published in 69 Federal Register 6948 (February 12, 2004).

a) How will the proposed project enhance the current and future mission capabilities and the impact on operational readiness of the Department of Defense's total force, including impact on joint warfighting, training and readiness?

Not implementing this Project will have a substantial impact on the Maryland Air National Guard's (MDANG's) 175th Wing. Without removal of airspace obstructions, safe and effective use of Martin State Airport (MTN)'s runway by military aircraft in support of MDANG's missions will be limited. Furthermore, without clear sight lines from the new Airport Traffic Control Tower (ATCT), which is currently under construction, the controlled movement of military aircraft operations on the airfield will be limited or impossible. Removal of airspace obstructions will allow for greater usable runway length and enhanced safety, providing MTN with the ability to support diverse types of aircraft with larger payloads and increased range. This diversity will enable a broader range of training scenarios and exercises, ensuring current and future mission readiness and rapid deployment through reduced restrictions. In the event of a natural disaster, it will also allow for the rapid deployment of relief supplies and emergency response teams, which are vital for saving lives and property during relief efforts. With a runway amply sized to accommodate all of its resident and transient aircraft, the 175th Wing can quickly adapt to changing mission needs without waiting for aircraft to be diverted to or from other locations. Additionally, the identified obstructions pose a safety hazard by limiting ATCT visibility of the south end of Runway 15-33. If current sightline obstructions continue to place limitations on military aircrafts' ability to safely use Runway 15-33, the MDANG will no longer be able to support unified combatant commands, provide humanitarian and disaster relief assistance, or protect the residents of Maryland during disasters and other catastrophic events. Furthermore, regardless of its close proximity to Washington, DC, MDANG's ability to deploy to and rapidly protect the Nation's capital will also be greatly diminished.

b) How will the proposed project affect the availability and condition of land, facilities and associated airspace (including training areas suitable for maneuver by ground, naval, or air forces throughout a diversity of climate terrain areas and staging areas for use of the Armed Forces in homeland defense missions) [for Department of Defense locations]?

A greater effective runway length can accommodate a wider range of aircraft, including larger and heavier models that require more takeoff and landing distance. These include cargo planes (e.g., C-5 Galaxy, C-17 Globemaster III), strategic bombers (e.g., B-52 Stratofortress), and refueling aircraft (e.g. KC-135 Stratotanker). Accommodating all such aircraft allows for broader aircraft compatibility in the region and supports a more versatile response to various mission requirements, from strategic airlift and aerial refueling, to tactical fighter operations and reconnaissance missions. Conversely, in-depth readiness and training of service members will be diminished by limiting the types of aircraft capable of landing at MTN, potentially leading to a reduction of forces. By thinning and removing trees and other obstructions in the approach and departure areas, the availability, safety, and condition of the airfield and community environment will be improved. The mitigation of these hazards will assure that the land, facilities, and associated airspace at MTN are suitable for air forces to operate safely and efficiently within airspace that includes the National Capitol.

c) How will the proposed project affect the ability to accommodate contingency, mobilization, and future total force requirements [for Department of Defense locations] to support operations and training?

The Project supports strategic and logistical advantages that improve the military's ability to accommodate contingency mobilizations and support operations and training, because enhanced runway capability allows for the rapid mobilization and deployment of military units from MTN across the country and provides a swift response to any internal security threats. Without concerns over aircraft and runway limitations, the base can be used more quickly as a forward staging area for deployments, allowing faster mobilization and staging of troops, refueling of aircraft, and movement

into operational theater. Enabled by this Project increased usable runway length at MTN also offers the ability to handle a higher volume and variety of aircraft, which means that more resources can be deployed in the event of a domestic emergency, enhancing MDANG's overall response capacity. Many larger aircraft that might be needed during such crises are currently limited from operating at MTN, including medical aircraft, other military forces, and surveillance operators. Larger aircraft equipped for medical evacuations, for instance, require additional usable runway length than is currently available, meaning that upon implementation of this Project, MTN will be able to accommodate aircraft that can provide faster and more efficient transport of patients to medical facilities during emergencies. Additionally, an increase in usable runway length supports the operation of larger and more advanced surveillance and reconnaissance aircraft, which are essential for maintaining national security and monitoring domestic airspace. This enhancement thus also supports improved joint operations and inter-operability with other branches of the military and allied forces.

d) How will the proposed project affect the cost of operations and [are there] manpower implications?

The cost of operations and manpower implications of the Project on the military include the deferred cost of MDANG aircraft not having to travel to other locations to deploy forces. Currently, due to MTN's limited runway length, MDANG cannot land large cargo aircraft such as B-747s or C-5s, which are often used for mobilizing cargo in support of deployments. Instead, MDANG must shift such cargo moves to Dover Air Force Base (AFB) or BWI, which adds the additional complexity of ground movements from MTN to those locations. Often cargo needs to be repacked before an airlift, as ground transport requirements are different than air transport requirements. This process requires additional manpower, and often saddles MDANG with increased ground handling fees when repacking and cargo handling is contracted. If MDANG was able to deploy directly from MTN, there would be time, cost, and manpower savings associated with avoiding this ground transport. In parallel, extra hauls via ground transport also create logistical challenges, as MDANG must coordinate deployments from two locations: personnel from MTN and cargo from Dover AFB or BWI. The MDANG logistics team has estimated that $150,000 is spent annually on the trucks, buses, and ground handling fees necessary to mobilize out of BWI; furthermore, this sum excludes the manpower impact of the personnel supporting and conducting the moves, which would otherwise be applied to work on mission-generating tasks. As an example, MDANG felt this economic impact on a recent A-10 deployment in March 2024, when it deployed over a dozen different aircraft movements of personnel and cargo. Some left from MTN and others from BWI, depending on the aircraft required. The majority of the required personnel departed MTN on C-17s, and the majority of the cargo departed BWI on 747s. It was a significant effort to coordinate ground transport from MTN to BWI, re-pack and load every 747 with required military personnel and contractors at BWI, and then deploy each aircraft into theater. In this instance, as in the many other similar that MTN has undertaken, costs would have been reduced, manpower requirements lessened, and operational coordination made simpler if MDANG had been able to deploy everything from MTN.

2. A description how/if the project will enhance cadet training at "covered educational institutions."
Proposals will be evaluated based on their evidence that the proposed project will enhance each of the following four (4) military value criteria as provided in section 3002 of the Military Construction Authorization Act for Fiscal Year 2002, and as published in 69 Federal Register 6948 (February 12, 2004).

a) how will the infrastructure project contribute to the training of cadets enrolled in an independent program at a "covered educational institution"?

N/A

b) the resulting impact to the benefitting installation, identifying in the proposal the specific covered educational institution.

N/A

c) affirm their compliance with each of the following aspects included in the 10 U.S.C. § 2391(e)(6) definition of a covered educational institution:

1) a part B Institution, as defined in section 322 of the Higher Education Act of 1965 (20 U.S.C. § 1061);	No

2) an 1890 Institution, as defined in section 2 of the Agricultural Research, Extension, and Education Reform Act of 1998 (7 U.S.C. § 7601);	No
3) is not affiliated with a consortium; and,	No
4) is located at least 40 miles from a major military installation.	No

3. A description how/if the project will enhance of Installation Resilience.
Proposals will be evaluated based on their evidence that the proposed project will enhance military installation resilience. As defined in 10 U.S.C. § 101(e)(8), the term "military installation resilience" means, "the capability of a military installation to avoid, prepare for, minimize the effect of, adapt to, and recover from extreme weather events, or from anticipated or unanticipated changes in environmental conditions, that do, or have the potential to, adversely affect the military installation or essential transportation, logistical, or other necessary resources outside of the military installation that are necessary in order to maintain, improve, or rapidly reestablish installation mission assurance and mission-essential functions." Using language from that definition, proposals should describe how/if the proposed project impacts military installation resilience.

N/A

4. A description how/if the project will enhance of military quality of life.
Proposals will be evaluated based on their evidence that the proposed project will enhance military quality of life. As proposals describe how/if the proposed project impacts military quality of life, proposals must detail how the proposed project alleviates installation commuter workforce issues and benefits schools or other local infrastructure located off of a military installation that will support members of the armed forces and their dependents residing in the community, as required under 10 U.S.C. § 2391(e)(4)(C).

N/A

5. A description how/if the project includes "defense-related critical infrastructure."
If the proposed project is defense-related critical infrastructure, proposers should describe the impact of the project on prevention, remediation, or mitigation of risks resulting from vulnerabilities of critical infrastructure assets, both on the installation and outside of the installation. The proposal should capture a holistic assessment demonstrating how the assets or facilities are essential to project, support, and sustain military forces and operations and provide mutual benefit to the military installation.

The Maryland Air National Guard, as documented in their attached letter of support, affirms that this Project will enhance the nation's defense-related critical infrastructure to project, support and sustain both current and future mission capabilities of the 175th Wing. The men and women of the 175th Wing consistently perform at the highest mission rates across the Air Force. The 175th Wing supports federal missions with multiple deployments around the globe, while also executing state and local missions through domestic operations within Maryland and the National Capital Region. This Project will enable Martin State Airport to reclaim operational use of the full 8,100 feet of existing runway pavement that is currently limited to 6,997 feet due to airspace obstructions. This will allow the Wing to operate all current and future fighter aircraft and will enhance readiness and rapid deployment capabilities for the Guard and the United State Air Force thru increased operational flexibility, allowing a wider range of aircraft that require a longer than available runway length. This includes accommodating Department of Defense leadership travel to the Nations's Capital and multiple surrounding military installations. Domestic operational capabilities would also be expanded by enhancing mission-essential functions during declared emergencies, natural disasters, and other homeland defense missions. Failure to complete this project will adversely impact national security and remove a critical capability from the National Capital region.

6. A description how/if the project supports strategic seaports.
If the proposed project is defense-related critical infrastructure, proposers should describe the impact of the project on prevention, remediation, or mitigation of risks resulting from vulnerabilities of critical infrastructure assets, both on the installation and outside of the installation. The proposal should capture a holistic assessment demonstrating how the assets or facilities are essential to project, support, and sustain military forces and operations and provide mutual benefit to the military installation.

a) the proposed project is listed in the report on strategic seaports in response to Section 3515 of the National Defense Authorization Act for Fiscal Year 2020 (Public Law 116-92; 133 Stat. 1985);	No
b) the strategic seaport where the proposed project is located	

D. Summary of Community-Installation Need

1. A description of the project

If the proposed project is defense-related critical infrastructure, proposers should describe the impact of the project on prevention, remediation, or mitigation of risks resulting from vulnerabilities of critical infrastructure assets, both on the installation and outside of the installation. The proposal should capture a holistic assessment demonstrating how the assets or facilities are essential to project, support, and sustain military forces and operations and provide mutual benefit to the military installation.

a) A general description of the project;

To meet projected airport user demand, conform to Federal Aviation Administration (FAA) safety regulations, and accommodate military needs and standards, the Maryland Aviation Administration (MAA) has identified a number of necessary airfield improvements, and documented them as part of its FAA approved 2020 "Airport Layout Plan" (ALP).[1] Subsequently, the FAA issued a "Finding of No Significant Impact / Record of Decision" (FONSI/ROD) for these improvements as defined in a 2022 Environmental Assessment ("Final 2022 EA")[2] prepared by the MAA, and which is attached herein as part of this Defense Community Infrastructure Program (DCIP) proposal submittal. Many of these improvements are now underway and include the Obstruction Removal, Marking and Lighting Project (hereafter, "the Project") that is the focus of this DCIP grant application for fiscal year 2025. The Project's components include removal of vegetative and man-made obstructions to the Runway 15-33 approaches, Federal Aviation Regulations (FAR) Part 77 and Terminal Enroute Procedures (TERPS) airspace obstruction surfaces, and line-of-sight obstructions for MTN's replacement Airport Traffic Control Tower (ATCT) which is currently under construction. The principal objectives of the Project are removing obstructions or lowering them to heights that align with FAA standards, removing vegetation in accordance with the U.S. Department of Agriculture (USDA) approved airport "Wildlife Hazard Management Plan" (WHMP), and installing obstruction lights per the FAA's approved "Marking and Lighting Plan" for MTN.[3] Implementation of the Project will thus: · Support current and future mission capabilities and operational readiness; · Increase the availability of runway facilities (i.e. reclaim usable runway length); · Enhance the ability to accommodate contingency, mobilization, and total force operations; · Reduce the cost of operations and more efficiently use manpower; and · Enhance safety for the community and all aircraft operations. [1] See NEPA Documentation, Appendix A, NEPA, "Airport Plans." [2] See NEPA Documentation, "Final EA for Phase I Improvements at Martin State Airport." [3] See Table 3.2.2 in the EA.

b) Major scope elements (e.g., site work, utility upgrades, horizontal construction, mechanical systems installation, etc.);

The U.S. Code of Federal Regulations (CFR) Title 14, Part 77 ("Safe, Efficient Use, and Preservation of the Navigable Airspace"), defines the standards used to determine whether an object is an obstruction to air navigation. Any object that exceeds the height defined in Part 77 for imaginary surfaces is considered an obstruction. Objects that are determined to be obstructions are presumed to be hazards to air navigation unless further aeronautical study concludes otherwise. Consistent with the 2022 FONSI/ROD, this Project will improve safety and usable runway length through the removal of airspace obstructions and wildlife hazards and the installation of obstruction lights as shown in Figure

3.2-6 of the EA (attached separately). This Project also includes compensatory mitigation for tree removal and tree thinning within the Chesapeake Bay Critical Area (CBCA) [1] and for related impacts to wetlands and streams.[2] Project components are outlined below. Implementation may need to be phased depending on funding and mitigation availability and necessary landowner coordination for off-airport tree removal. Runway 15 End On-airport · Remove trees that are obstructions to the Part 77 34:1 approach surface, 20:1 TSS, and 18:1 departure Obstacle Clearing Surface (OCS); and replace with low growth trees. Off-airport · Acquire avigation easements and remove trees that are obstructions to the 20:1 TSS and 18:1 departure OCS and replace with low growth trees. · Lower light poles and street signs along Eastern Blvd. Runway 33 End On-airport · Remove trees that are obstructions to the Part 77 50:1 approach surface, 34:1 Threshold Siting Surface (TSS), and 16:1 departure OCS Off-airport · Remove individual trees that are obstructions to the 34:1 TSS or the 16:1 departure OCS. On-airport Transitional Surfaces Guard Side of Airfield · Remove all trees within the Automated Weather Observation Station (AWOS) critical area (clear cut). · Inside CBCA: Tree thinning to reduce wildlife hazards · Install 8 obstruction lights on the same horizontal plane as the highest edge of the thinned forest stand closest to the landing area. Civilian Side of Airfield · Outside CBCA: Remove trees that are obstructions to the Part 77 7:1 transitional surface. · Inside CBCA: Tree thinning to reduce wildlife hazards · Install 4 obstruction lights on the same horizontal plane as the highest edge of the thinned forest stand closest to the landing area. [1] See Tables 5.2.2 and 5.4.2 in the Final EA. [2] See Table 5.14.3 in the Final EA.

c) Engineering information that demonstrates the technical feasibility of the construction project, and that the final project will be complete and usable;

In 2018, FAA approved the airport's Marking and Lighting Plan. FAA approved the Finding of No Significant Impact/Record of Decision for the Proposed Action in 2022, which includes the Project as described in this DCIP proposal. As such, MAA and the FAA agree upon the technical feasibility of the construction Project. The FAA actions involved in the implementation of the Proposed Action, as documented in the Final EA, including the following: · Unconditional approval of the Proposed Action as depicted on the ALP (submitted to FAA in June 2020), for development actions subject to FAA approval authority, pursuant to 49 United States Code (USC) 40103(b) and 47107(a)(16). The FAA's unconditional approval includes a determination that the EA satisfies the applicable environmental statutes and regulations, including those identified in FAA Orders 1050.1F and 5050.4B. The "FAA ALP Approval Authority" column of Table 1.2-1 indicates which actions require FAA approval as depicted on the ALP; · Determination under 49 U.S.C. §§4010l(d)(l) and 47105(b)(3) that the Proposed Action meets applicable design and engineering standards as set forth in FAA Advisory Circulars; · Determinations concerning funding through the Federal grant-in-aid program authorized by the Airport and Airway Improvement Act of 1982, as amended (recodified at 49 U.S.C. §47107), and/or approval of an application to use Passenger Facility Charges (PFCs) under 49 U.S.C. §40117 (this does not determine eligibility or availability of potential funds); · Determination under 49 U.S.C. §44502(b) that the airport development is reasonably necessary for use in air commerce or in the interests of national defense; · Continued close coordination with the Sponsor, and appropriate FAA program offices, as required, to ensure safety during construction (14 C.F.R. Part 77); · Approval of appropriate amendments to the BWI Airport Certification Manual (ACM), as required, pursuant to 49 U.S.C. §44706 and 14 C.F.R. Part 139; · Relocation of applicable navigational aids pursuant to 49 USC 44719 and; · Designation of controlled airspace and revised routing, including navigational aids and changes to flight procedures depicting the shifted Runway 15-33 under 14 C.F.R. Part 71. [1] Appendix E, Attachment 6, for the Approved Marking and Lighting Plan. Additionally, as of 2025, the MAA is working with the Maryland Department of Environment and the Maryland Department of Natural Resources on advanced planning and permitting for the proposed tree removal and required compensatory mitigation for wetland and forest impacts. This interagency collaboration has resulted in reducing the amount of anticipated wetland impact thereby reducing the Project's overall cost estimate. This work further evidences technical feasibility of the Project.

d) The participating project parties involved in the project, to include contemplated grant sub-recipients as defined by 2 C.F.R. 200.1.

The Federal Aviation Administration (FAA) is an agency within the US Department of Transportation. The FAA approved the Project's need and justification and issued a Finding of No Significant Impact/Record of Decision (FONSI/ROD) in 2022 in accordance with the required National Environmental Policy Act (NEPA) review process. The Project, and all obstruction removal, will be conducted as required by the FAA and per its regulations. The Maryland Aviation Administration (MAA) is the owner and operator of the MTN and BWI airports. Under guidance of the Maryland Department of Transportation (MDOT), MAA also develops and regulates aviation activities at 34 public-use airports across the state. MAA would be the grant recipient, providing the 30% non-federal match, administering the grant, and overseeing project design, construction, and mitigation. The Maryland Air National Guard (MDANG) has been operating out of MTN since 1957 when it was the Martin Company Airport. MDANG's 175th Wing, formerly the 175th Tactical Fighter Group and the 135th Air Resupply Group, was established in October 1962. The military facilities at MTN were renamed Warfield Air National Guard Base in 1982. The purpose of the MDANG is to protect the lives of people and property across the state, support emergency relief operations through search and rescue efforts due to natural disasters nationwide and provide air combat forces and theater airlift aircraft to the U.S. Air Force and Unified Combatant Commands. This Project will support their efforts. The Maryland Department of Environment (MDE) implements the State's Wetlands and Waterways Protection Program that protects Maryland wetlands and waterways from loss and degradation. This protection is achieved through regulation of the draining, dredging and filling of tidal and nontidal wetlands, the nontidal wetland buffer and waterways, including the nontidal 100-year floodplain through a permitting or authorization process implemented in close coordination with the federal government (specifically, the Army Corps of Engineers). The Maryland Department of Natural Resources (DNR) restores, manages, and protects Maryland's trees, forests, and forested ecosystems. This is achieved, partially, through regulatory oversight and permitting of tree removal and compensatory mitigation projects including those within the Chesapeake Bay Critical Area.

2. A narrative describing the community-installation need.

a) Detail on how the completed project will addresses a specific deficiency in community infrastructure supportive of a military installation;

Operational and community safety are at the heart of this Project. Federal Aviation Administration and Department of Defense Unified Facilities Criteria establish standards to identify and limit the height of objects around airports that could adversely impact aircraft operating to, from and in the vicinity of that airport. If the height of those objects are not controlled, the risk to pilot, crew, passengers and neighboring residences is increased, or the mission utility of the airfield is reduced through decreasing usable runway length (which is the case at Martin State Airport) or reducing the approach and departure capability of the runway, particularly during inclement weather. Additionally, the planned tree thinning on airport property is needed to reduce hazardous wildlife attractants that also pose a risk to aircraft safety (e.g. bird or deer collision). This obstruction removal Project at Martin State Airport will remove those hazards and enhance safety for both those in the air and on the ground.

b) A summary of the installation need for the proposed community infrastructure project, and how the absence of the proposed community infrastructure project degrades military value at the military installation, the training of cadets enrolled in an independent Reserve Officer Training Corps program at a covered educational institution and resulting impact to the benefitting installation, military installation resilience, or military family quality of life at a military installation;

Not implementing this Project will have a substantial impact on the Maryland Air National Guard's (MDANG's) 175th Wing. Without removal of airspace obstructions, safe and effective use of the runway at Martin State Airport (MTN) by military aircraft in support of MDANG's missions will be limited. In addition to enhancing operational safety of the airfield, removal of airspace obstructions will allow for greater usable runway length, providing the ability to support diverse types of aircraft with larger payloads and increased range. This diversity will enable a broader range of training scenarios and exercises, ensuring current and future mission readiness and rapid deployment through reduced operational restrictions. In the event of a natural disaster, the Project will also enhance the installations resilience through increased readiness for the rapid deployment of relief supplies and emergency response teams, which are vital for saving lives and property during humanitarian and disaster relief efforts. MTN's coastal location allows MDANG to respond to impacted areas along the entire East Coast. With a runway amply sized to accommodate resident and transient military aircraft, the 175th Wing can quickly adapt to changing mission needs without waiting for aircraft and key personnel to be diverted to or from other locations. Furthermore, regardless of its close proximity to Washington, DC, MDANG's ability to deploy to and rapidly protect the Nation's capital will also be greatly diminished.

c) An estimate of the likely beneficiaries of the project (in addition to the military installation) as well as an assessment of the extent to which the total installation population of military service members (or, if applicable, cadets enrolled in an independent program at a covered educational institution) and/or their families will benefit (e.g., 0-100% of the population); and,

MTN is located in the Baltimore-Washington Metropolitan Region, approximately 50-miles north of Washington DC. The Airport generates $430 million in total annual economic impact, supports over 2,300 jobs, and generates almost $49 million in state and local taxes (2023 data). The Airport Zoning District for MTN, as codified by the State of Maryland, encompasses the area within a 3.3-statute mile radius of the Airport and includes an estimated population of 85,000 persons (Global Human Settlement Layer population grid for 2025). This is the population closest to and most affected by aviation activity at the Airport. Approximately 1,500 full-time and traditional part-time members of the Maryland Air National Guard are assigned to the 175th Wing based at MTN. While there are no permanent on-base residents, the Wing has temporarily housed hundreds of additional National Guard troops during exercises. Any degradation of the safety or operational capabilities of the Airport will adversely affect the well-being and financial health of these military and civilian stakeholders. The obstruction removal Project at MTN will minimize those risks, enhance safety, and ensure mission readiness.

E. Summary of Construction Readiness

The Summary of Construction Readiness provides evidence that the proposed project may commence (i.e., break ground) quickly should the project be awarded and that the project can be completed within five (5) years of a grant award date when the funds for this competition will expire. The Summary of Construction-Readiness section must contain the information for the following six (6) scored characteristics of construction-readiness:

1. Status of planning and design of the proposed project. *Proposals must provide detail on the status of design and planning required to proceed with ground-disturbing construction.*
Following multiple years of agency coordination and project approvals, as of 2025 the Maryland Aviation Administration (MAA) is performing advanced planning, updated field investigations, and preliminary design and permitting activities in collaboration with the regulatory agencies and Maryland Air National Guard. Upon grant award, final design, bid & award, mitigation procurement, property owner coordination, and construction will be complete within five years. The various project elements may be implemented in multiple construction packages as determined to be most advantageous to the budget or schedule. Additional post-construction wetland mitigation monitoring may be required by the Maryland Department of Environment which may extend beyond the DCIP five-year construction window and for which MAA will perform independently.

2. Budget and funding sources. *All submissions must include a project budget section that identifies the information below. Budgets that fail to include these categories will be down-scored.*
a) Proposals must provide a reasonable, allowable, and allocable project budget that demonstrates an understanding of eligible costs. Costs identified in this project budget must be broken out by major cost elements for project administration, inspection, construction, utilities, and contingency costs. This project budget must also identify the total cost for the proposed project, identifying which costs (if present) are contributed by other sources of funding (i.e., project parties). *If soft costs (i.e., costs that are not direct construction costs) required for the planning, design, and execution are identified as part of the project budget, they must be funded as part of the local cost share portion of the project. Please note that all costs included in project budgets must have been incurred after August 13, 2018, the date of enactment of the John S. McCain National Defense Authorization Act for Fiscal Year 2019.*
Excluding the advanced planning and permitting work already underway, the Project is estimated to cost $15,775,000. Of this, $755,000 is considered design and engineering costs and would not be eligible for the DCIP grant. The remaining construction (including construction and mitigation), inspection and allowable contingency budget is estimated at $15,020,000 of which $10,514,000 would be the 70% DCIP share. The remaining state share would be $5,261,000 inclusive of the design/engineering costs and 30% of the construction/inspection/contingency costs.
b) If the proposed project is part (a phase) of a larger project, detail must be provided on the status of all funding to complete the total project.
This is a single-phase project to remove the identified airspace obstructions, install obstruction lighting, and reduce hazardous wildlife attractants. The Project may be accomplished with multiple construction as is most advantageous to the Project's implementation. This obstruction removal project will enable separate, future airfield improvements (i.e. runway remarking and navigational air relocation associated with reclaiming usable runway length) that are not part of this application proposal.

c) An overview of all funding sources, including non-federal project cost contribution source funding, that demonstrates a firm commitment and unconditioned availability (including any eligibility of federal funds to be counted as the funding contribution) to complete the project is required.
As described previously, the non-federal share of the Project includes the design and engineering costs and the 30% match of DCIP eligible project elements. This non-federal share of the Project will come from Maryland Department of Transportation (MDOT) Transportation Trust Fund (TTF), where all funds dedicated to the Department, by the State's General Assembly, are deposited and disbursed to the various transportation programs and projects. Revenues funding the TTF are not earmarked for specific programs; the allocation of funds to projects and programs is made in conjunction with state and local elected officials. The MAA hereby notes that the match funding from the TTF is available immediately and unconditionally. While the Project is eligible for FAA Airport Improvement Program (AIP) funding support, such funding is not currently committed, and MAA is not relying on this funding to support this project. MAA plans to pursue both Entitlement and Discretionary AIP Funding in the future. However, if MAA is unsuccessful, we are fully committed to contribute the entire 30% local cost share.
d) If a local project cost contribution is required (or included as part of the proposed budget even if not required) for a community infrastructure project, a selected Grantee must show that local project cost contribution funding is liquid and readily available to the project prior to receiving grant disbursements from the Office of Local Defense Community Cooperation. The proposal itself must therefore include evidence that the necessary non-Federal sourced funding will be available to execute the project prior to disbursement of Office of Local Defense Community Cooperation funds.
MAA is fully committed to contributing the 30% local cost share from the TTF as will be reflected in the Maryland Department of Transportation Consolidation Transportation Plan for the six-year period FY 2026 – FY 2031. The funding is readily available in our budgeted fiscal allocation.
e) Proposals relying on debt financing for any portion of their project must demonstrate how any Federal Interest that is created through the proposed project will be preserved through any subsequent refinancing, foreclosure, or other actions that may change the purpose, life, and/or benefactors of the enhancement that was the basis for the Federal Interest.
N/A
f) The proposing entity must also state its capability to secure a surety bond (e.g., a bid guarantee, performance bond, and payment bond) prior to the commencement of construction activity as defined by 2 C.F.R. Part 200.326.
The State of Maryland, and MAA, will require the successful contractor to provide bid guarantee, performance bond, and payment bonds.
g) Acknowledgement that any cost overruns will be the obligation of the proposer.
Any cost overruns above the grant amount will be the obligation of MAA.
i) Instructions: Please complete the budget worksheet to the best of your knowledge. Please note that DCIP funds do not cover costs related to design, planning, environmental, indirect and soft costs are unallowable. If soft costs (i.e., costs that are not direct construction costs) are required they must be funded as part of the local cost share portion of the project.

Category	Federal	Non-Federal (Local Cost Share)	Other Funding Source
Administration/Legal Expenses	0	0	0
Inspection	504000	216000	0
Construction	9100000	3900000	0
Equipment	0	0	0

Utilities	0	0	0
Architectural/Engineering Fees*	NA	755000	0
Contingencies (no more than 15%)	910000	390000	0
Total	**10514000**	**5261000**	**0**

*Ineligible for DCIP Funding

3. Proposed project schedule.

A detailed project development schedule must be included that explains the project execution strategy. The project schedule must identify milestones such as final permitting and compliance (including National Environmental Policy Act requirements), long lead time permits and approvals, design and contracting, site control, start of construction, and end of construction. The proposer must demonstrate that the project can commence quickly enough to ensure that the project can be completed no later than five (5) years following the obligation of federal funds. Incomplete or inaccurate construction schedules will result in a proposal not being scored and removed from further consideration.

The Project will begin construction within twelve (12) months of funding. Completed tasks include concept planning and design, Federal Aviation Administration approval, and National Environmental Policy Act (NEPA) approval. Active tasks include ongoing advanced planning and permitting coordination with the regulatory agencies and Maryland Air National Guard, while Final Design, construction permitting, and bid solicitation documentation will be prepared upon grant award. The vast majority of property to be affected by the Project is owned or controlled through avigation easement by MAA, thus ensuring that construction may commence within one year of funding and further supporting construction readiness. Property owner negotiations are underway for the small areas of off-airport tree removal. Should those negotiations get delayed, that element of tree removal will be removed from the Project and pursued separately by MAA. Planning · Planning completed with a finding of No Significant Impact / Record of Decision (FONSI/ROD). Advanced Planning and Permitting Coordination · Ongoing and nearing completion. Final design · Concept design completed for NEPA. Final design will be completed upon notification of award. · To be completed within 6 months of award. Mitigation Plan and Procurement · Agency coordination underway, draft procurement documents created, final agency approval pending successful solicitation/bid. · To be completed within 12 months of the award. Permitting · The Maryland Environmental Assessment Form is in the NEPA documentation. Further permitting will commence pending notification of award. · To be completed within 6 months of Final Design. Development of Construction Bid Solicitation Documentation · Bid solicitation documentation will be prepared upon the completion of the Final Design. · To be completed within 8 months of award. Construction · Construction will occur in conjunction with mitigation activities, pending bid solicitation. · To be begin within 12 months of award. Mitigation · Pending bid solicitation, mitigation will include site development by successful bidder and may require up to 10 years of monitoring and adaptive management by MAA. · Construction to be completed within five years of award.

4. Review of pre-construction requirements (environmental).

All submissions must include the status of any known federal and state/local requirements (e.g., National Environmental Policy Act (42 U.S.C. § 4321-4347)) and a detailed plan for completing them. If awarded a grant, the Grantee may also be required to comply with other environmental laws with requirements that support but are independent of the National Environmental Policy Act, including but not limited to Section 106 of the National Historic Preservation Act.

The impact analysis for the Project's EA began in 2013 with both MAA and other Agency and public scoping meetings. Those scoping meetings resulted in MAA determining that further planning and agency coordination was necessary for vegetative obstruction removal. Following the development and incorporation of the FAA approved Marking and Lighting Plan, and after considerable Agency coordination efforts, Agency Re-Scoping Meetings were held in 2018. The majority of the EA effort

was completed following the reinitiation of consultation in 2018; the Draft EA was published on February 11, 2021. The public and agencies were provided an opportunity to review and comment on the Draft EA from February 11, 2021 through March 29, 2021. Two public workshops were held (virtually due to COVID restrictions) on March 16, 2021. After addressing the Agency and Public comments received during the workshops and the comment period, and after additional coordination with Agencies, this EA was finalized in February 2022. The state and federal coordination efforts dating back to 2013 are listed below with their corresponding meeting dates. State and Federal Agencies Represented at Agency Scoping Meetings · U.S. Army Corps of Engineers o 1/24/2017, 7/9/2014, 9/11/2014, 2/21/2017, 4/18/2017, 10/24/2013, 11/13/2018 · Maryland Department of the Environment Planning o 10/24/2013, 1/24/2017, 9/11/2014, 4/18/2017, 9/11/2018, 11/13/2018 · Maryland Department of Transportation o 10/24/2013 · Maryland Critical Area Commission o 10/24/2013, 7/9/2014, 9/11/2014, 2/21/2017, 11/13/2018, 12/12/2018 · NOAA Fisheries o 1/24/2017, 7/9/2014, 9/11/2014, 4/18/2017 · MD Department of Natural Resources Forest Service o 1/24/2017, 7/9/2014, 9/11/2014, 2/21/2017 · Maryland Department of the Environment, Tidal Wetlands Division o 9/11/2014, 9/11/2014 · Federal Aviation Administration o 4/18/2017, 9/11/2018 · USDA Wildlife Services o 10/24/2013, 7/9/2014, 2/21/2017, 4/18/2017, 9/11/2018, 11/13/2018, 12/6/2018 · Maryland Department of the Environment Nontidal Wetlands o 1/24/2017, 4/18/2017, 9/11/2018, 11/13/2018 · Baltimore County Planning o 10/24/2013, 4/18/2017, 9/11/2018 · Maryland State Highways Admin o 9/11/2014 · Maryland Historical Trust o 10/24/2013

5. Status of permitting approvals.

Proposals must include details on required federal and state/local permits including status and timeline to obtain such permits. If applicable, proposers must identify whether the proposed project is subject to inclusion in state, regional, metropolitan, or local approval regimes, or a certification from another agency (e.g., Metropolitan Planning Organization) of the inclusion of the project in any such planning document. The proposer must demonstrate that conformance with applicable state, regional, and/or local planning requirements is attainable within a reasonable timeline of grant award, list all necessary permitting, and the schedule for obtaining such permits. Specific mention of long lead-time permits to include federal organizations and/or those requiring multi-agency consideration or approval (e.g., U.S. Army Corps of Engineers, Defense Counterintelligence and Security Agency) must be presented in the proposal within the context of the project development schedule. Failure to identify all necessary permits with a schedule in submitted proposals will result in down-scoring during the proposal review period and potential project cancellation should the project be awarded and it determined that information was knowingly withheld.

Preliminary planning and concept design for the Project were conducted during the NEPA documentation phase which was completed with a FONSI/ROD in January 2022, thus affirming that the Project can proceed to final design, permitting, and construction. Final design will be completed upon notification of award. Updated wetland and forest stand delineations were completed in the spring of 2024 in preparation for final design and mitigation requirements. Federal and State Environmental permits, authorizations, and approvals to date are listed below. Federal Aviation Administration (FAA) · National Environmental Policy Act (NEPA) Review o No Significant Impact /Record of Decision (FONSI/ROD), January 2022 US Army Corps of Engineers & US Environmental Protection Agency (USACE/USEPA) · Clean Water Act o The Proposed Action conforms to the Avoidance, Minimization and/or Compensation of Harm to Wetlands, MTN EA: Attachment 13, July 2021 US Environmental Protection Agency (USEPA) · Clean Air Act (CCA) o The Proposed Action's total construction and operation emissions are below the de minimis thresholds. Therefore, the proposed action conforms to the Maryland State Implementation Plan (SIP) and complies with CAA §176(c)(1). January 2022 US Fish and Wildlife Service (USFWS) · Endangered Species Act o No Effect determination, April 2020 Maryland Department of Environment (MDE) · Maryland Environmental Policy Act (MEPA) o Part of the NEPA documentation, Appendix N MEPA, January 2022 · Chesapeake Bay Critical Area Protection Act o Proposed improvements are consistent with enforceable coastal policies, April 2021 Maryland Department of Natural Resources (DNR) · Forest Conservation Act o Mitigation requirements will be addressed with mitigation credits available from the Reforestation Master Plan. MD Historic Trust · National Historic Preservation Act o No adverse effects, EA Appendix G: Attachment 5, August 2020 The Project was coordinated with the Maryland Air National Guard and with local and state land use planning initiatives throughout its development, thus demonstrating consistency with local and regional planning priorities, regulations and community goals as listed below. · Maryland Transportation Plan

(MTP), 2024 o Reference page 5 and 28 · Maryland Consolidated Transportation Program FY2024-FY2029, 2024 o Reference page 10-12, A-1, A-11, A-16, MAA-21, MAA-22, MAA-23, · Maryland Aviation Administration Capital Program Summary FY2024-FY2029, 2024 o Reference items MAA-15, MAA-19, MAA-20, MAA-21 · Federal Aviation Administration (FAA) Advisory Circular (AC) 150/5200-33C, Hazardous Wildlife Attractants on or Near Airports, 2020 o See website: https://www.faa.gov/documentLibrary/media/Advisory_Circular/150-5200-33C.pdf · FAA AC 150/5300-13B (Change 1), Airport Design, 2025 o See website: https://www.faa.gov/documentLibrary/media/Advisory_Circular/AC-150-5300-13B-Airport-Design-Chg1-w-errata.pdf · Code of Maryland Regulations (COMAR) Title 11.03.06, "Airport Zoning Regulations" o See website: https://regulations.justia.com/states/maryland/title-11/subtitle-03/chapter-11-03-06/ · Baltimore County Master Plan 2030, 2024 o See website: https://www.baltimorecountymd.gov/files/departments/planning/documents/masterplan2030.pdf · Vision Framework that includes the Middle River Redevelopment Area (of which the airport is in), 2023 o See website & reference page 12: https://www.baltimorecountymd.gov/files/Documents/Planning/HUB/Master%20Plan%202030/VisionFramework_Draft.pdf · Maryland Aviation Commission Annual Report, Jan 2024 o See website and reference page 11: https://marylandaviation.com/wp-content/uploads/2024/01/2024-Maryland-Aviation-Commission-Report.pdf The permits and approvals required for construction the Project are listed below and all rely on the approval of the Mitigation Plan by MDE and DNR before they can be obtained. The Maryland Air National Guard will continue to support ongoing environmental permitting efforts. · Chesapeake Bay Critical Area Commission Approval o Required for forest thinning · Maryland Department of Natural Resources Forest Service – Forest Conservation Plan (FCP) Approval o Required for forest clearing outside of the Chesapeake Bay Critical Area · Maryland Department of the Environment Wetlands and Waterways – referred to as a Joint Permit Application (JPA) approval/authorization o Required for impacts to nontidal wetlands and their associated buffers · U.S. Army Corps. of Engineers – JPA approval/ authorization o Required for impacts to nontidal wetlands and their associated buffers · Maryland Department of the Environment Sediment and Stormwater Plan Review Division o Required for erosion & sediment control/stormwater management plan approval · Maryland Department of the Environment General Permit o Required for stormwater associated with construction activities for projects that are greater than 1 acre in earth disturbance

6. Status of site control.

Proposals must provide details on the status of site control for the life of the investment, specifically legal documentation such as easements, lease agreements, deeds, or the necessary progress to ensure construction commences within a reasonable timeframe.

Please note: site or land acquisition, whether with Defense Community Infrastructure Program award funds, local cost share contributions, or some combination thereof, is not an eligible activity.

For site control, the vast majority of property to be affected by the Project is owned or controlled through avigation easement by MAA, thus ensuring that construction may commence within one year of funding and further supporting construction readiness. Property owner negotiations are underway for those small areas of off-airport tree removal not encumbered by avigation easements. Should those negotiations get delayed, that element of tree removal will be removed from the Project and pursued separately by MAA. No easement or right-of-way costs are included in this DCIP grant application.

DEPARTMENT OF THE AIR FORCE
HEADQUARTERS 175TH WING
2701 EASTERN BOULEVARD
MARTIN STATE AIR NATIONAL GUARD BASE
MIDDLE RIVER MARYLAND 21220-2899

27 June 2025

MEMORANDUM FOR DEFENSE COMMUNITY INFRASTRUCTURE PROGRAM

FROM: 175 WG/CC

SUBJECT: Letter of Support

1. The Maryland National Guard (MDNG) fully supports the Maryland Aviation Administration's (MAA) application to secure federal grant funding through the Defense Community Infrastructure Program (DCIP) for projects at Martin State Airport (MTN). These projects will greatly enhance the nation's defense-related critical infrastructure to support, sustain, and project current and future mission capabilities of the 175th Wing.

2. Martin State Airport is home to the Maryland Air National Guard's (MDANG) 175th Wing, supporting federal missions including multiple combat deployments around the globe while also executing state and local missions through domestic operations within Maryland. The Martin State Airport Obstruction Removal, Marking and Lighting project extends the published runway length at Martin State to 8,100 feet, allowing the 175th Wing to operate current and future fighter aircraft. It also provides enhanced readiness and rapid deployment capabilities for the MDANG and United States Air Force by providing increased operational flexibility enabled by the longer runway.

3. Martin State Airport represents defense-related critical infrastructure as the home of the 175th Wing, operating a squadron of A-10's with associated Operations and Maintenance personnel. The men and women of the 175th Wing consistently perform at the highest mission rates across the Air Force. The planned divestment of all Air Force A-10's by FY28 will include the loss of many highly experienced MDANG pilots, maintainers and support personnel. Completing the Martin State runway renovation to 8,100 feet, is required to enable any follow-on fighter mission operations. Failure to complete this runway renovation project will adversely impact national security and remove a critical capability from the National Capital Region.

4. The 175th Wing and Maryland National Guard stand ready to continue our partnership and support the MAA in the execution of the project, providing technical review and required compliance documentation including any National Environmental Policy Act requirements. Thank you for your consideration in funding these critical infrastructure projects that will directly impact the future of the Maryland Air National Guard and Air Force combat readiness.

HUNT.RICHARD.DONALD.1009662720
Digitally signed by HUNT.RICHARD.DONALD.1009662720
Date: 2025.06.27 03:12:35 -04'00'

RICHARD D. HUNT, Brig Gen, MDANG
Commander, 175th Wing

1st Ind, NGMD/AG/AIR, 26 June 2025, Letter of Support 26 June 2025

MEMORANDUM FOR NGMD-TAG

Concur/~~non concur~~

DOUGHERTY.DREW.EDWARD.1031921941 Digitally signed by DOUGHERTY.DREW.EDWARD.1031921941 Date: 2025.06.27 07:51:53 -04'00'

DREW E. DOUGHERTY, Brig Gen, MDANG
Assistant Adjutant General-Air

2nd Ind, to NGMD-TAC, 26 June 2025, Letter of Support 27 June 2025

MEMORANDUM FOR 175 WG/CC

Approve/~~Disapprove~~

JANEEN L. BIRCKHEAD
Major General, MDARNG
The Adjutant General

ATTACHMENT 2

NEPA DOCUMENTATION

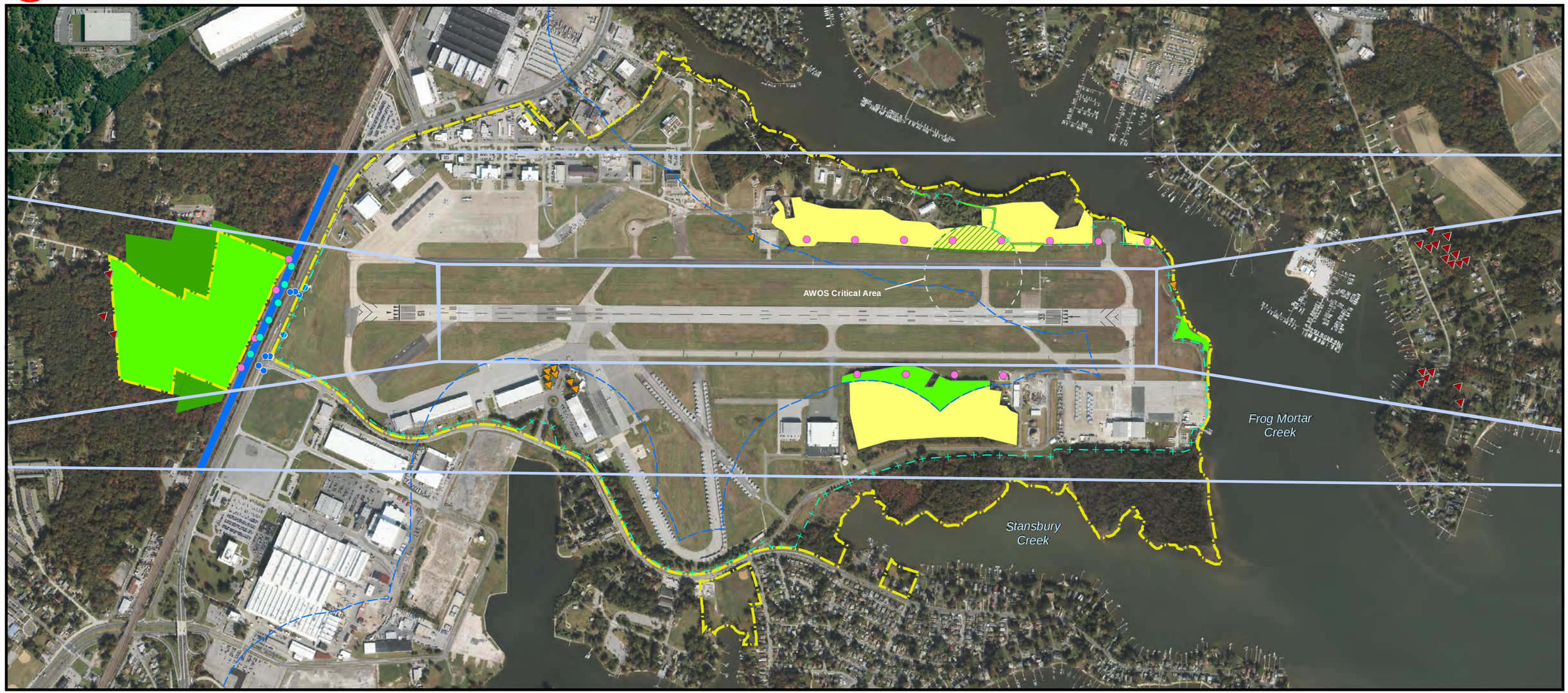
Table 1 Links to NEPA Documentation

NEPA Documentation for Phase I Improvements at Martin State Airport	
1.	Final EA & FONSI ROD for Phase I Improvements at Martin State Airport
2.	Appendix A - Airport Plans FINAL
3.	Appendix B - Alternative Analysis FINAL
4.	Appendix C - Preliminary Engineering FINAL
5.	Appendix D - Criteria Pollutants FINAL
6.	Appendix E - Biological Resources FINAL
7.	Appendix F - Hazardous Materials Final
8.	Appendix G - Historical, Architectural, and Archaeological FINAL
9.	Appendix H - Noise FINAL
10.	Appendix I - Fleet Mix Forecast FINAL
11.	Appendix J - Water Resources FINAL
12.	Appendix K - Stormwater Analysis FINAL
13.	Appendix L - Public and Agency Involvement Final
14.	Appendix M - Comments and Responses FINAL
15.	Appendix N - Maryland Environmental Policy Act Checklist FINAL

The following attachment is not included in this view since it is not a read-only PDF file.

The agency will receive all application forms and attachments without any data loss.

AttachmentForm_1_2-ATT4-1237-MTN_Final_EA_&_FONSI_ROD.pdf



LEGEND

- AIRPORT PROPERTY LINE
- EXISTING PERIMETER FENCE
- REPLACE EXISTING PERIMETER FENCE

MARKING & LIGHTING PLAN

- OBSTRUCTION LIGHT
- LIGHTED SPHERICAL MARKER BALL
- ON-AIRPORT VEGETATION TO REMAIN

OBSTRUCTIONS

- ON-AIRPORT VEGETATION REMOVAL
- OFF-AIRPORT VEGETATION REMOVAL
- MAN-MADE OBSTACLE MITIGATION
- ON-AIRPORT ISOLATED TREE REMOVAL
- OFF-AIRPORT ISOLATED TREE REMOVAL
- AWOS VEGETATION REMOVAL
- PART 77 SURFACES
- CHESAPEAKE BAY CRITICAL AREA

Figure 3.2-6
Marking and Lighting Plan

Sources: MAA (Aerials - 2018, June 2020 ALP)

0 500 1,000 2,000 Feet

Source: Figure 3.2-6, “Marking and Lighting Plan,” from “EA for Phase 1 Improvements.” Note that the man-made obstacle mitigation for catenary lines, lighted spherical marker balls, and obstruction lights off Runway 15’s end are not included in the phase of the Project defined in this DCIP application.